RAILROAD

DECEMBER, 1968 MAGAZINE FIFTY CENTS

FREE SHOES FOR LIFE
CERTIFICATE

MAIL AT ONCE TO: MASON SHOE MFG. CO., Dept. H-101, Chippewa Falls, Wisc. 54729

SHOE LENGTH _____

SHOE WIDTH _____

Write your shoe size at left to receive FREE SHOES as outlined.

If you do not know your shoe size, leave space blank and mail certificate anyway. Special Shoe Measuring Kit will be included with Shoes Outfit.

SEND NO MONEY

This Certificate entitles person named below to receive FREE SHOES every six months when he accepts as few as 5 orders every month as a Mason Shoe Counselor. He will also receive a FREE Mason Shoes Outfit to make up to $50.00 a week in his spare time.

Print Name _____

Address _____

City _____ State _____ Zip _____

C-81

This certificate entitles you to FREE SHOES FOR LIFE—*while you make up to*

$50.00 A WEEK EXTRA

Give us your shoe size and mail above certificate today.

WRITE your shoe size in the above certificate and mail today to qualify for FREE SHOES FOR LIFE — plus big cash commissions — as a spare-time Mason Shoe Counselor in your neighborhood.

In addition to getting FREE SHOES, you will meet interesting people, make new friends, add up to $50.00 a week extra to your income. These are some of the good things that happen when you take orders for Mason Shoes. Many a man finds it easy to write up 2 to 6 orders after supper alone . . . and make $5.00 to $20.00 profit. You can do the same. The 61-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business" you run from home when you return the above certificate. You need no experience . . . don't invest a cent!

Here's why you'll make money!

It's easy because you show nationally advertised footwear that EVERYBODY needs. Our stock of 300,000 pairs of men's and women's dress, work, sport shoes — with sizes ranging from 4 to 16, widths AAA to EEEE — gives you a bigger selection than any store in town. Best of all, your friends and neighbors pay up to $10.00 a pair LESS than at the local retail store. And you collect a big, handsome profit (up to $7.00 a pair) everytime you take an order. Every sale means great business because Mason shoes are *not* sold in stores. Yes, folks must reorder from you every time!

Get Free Shoes for Life, too!

That's right — you're entitled to receive FREE SHOES every six months . . . when you send as few as 5 orders a month. These FREE shoes are an extra bonus in addition to your cash commissions. You choose any shoe in the Mason line . . . for yourself and your family.

The Mason Man is Welcomed Everywhere

Be the popular Mason Shoe Counselor in your neighborhood. Make new friends, attend sales meetings and conventions, get more fun out of life . . . and add up to $50.00 EXTRA to your income every week. Mail the above certificate today. Register your shoe size and — at the same time — get your FREE Outfit, full color catalog and everything else you need to make big money from the very first hour. No obligation.

Mason Shoe Mfg. Co., Dept. H-101
Chippewa Falls, Wisconsin

A short, friendly visit can result in 3 or 4 shoe orders. Just spread the Catalog on the table. Folks love to look at the pictures.

The Mason Man is welcomed everywhere — You make new friends, contacts . . . meet interesting people.

Mason shoes are not sold in stores. Folks must re-order from you. Guaranteed repeat orders.

Pick up an extra $5 or $10 during lunch hour. Show the Catalog to your fellow workers. Soon the entire department will be buying from you.

ONE CALL $14.75 PROFIT! "My second day out, I sold 6 pairs of shoes to one man in 1½ hours for a profit of $14.75. He told me he needed shoes, but wanted his wife to see them. I called at his home the next day and sold him 3 pairs and his wife 3 pairs also, for a $76.00 sale." — *Charles Henke, Calif.*

BUILDS DREAM HOUSE. "I have built a list of over 400 satisfied customers. The 'Extra' profits derived from my shoe sales have made possible building my dream house. Selling Mason Shoes in my spare time not only helped me get this house, but made possible meeting a lot of people who will be my friends for life."

— *Leo Lemanske, Mich.*

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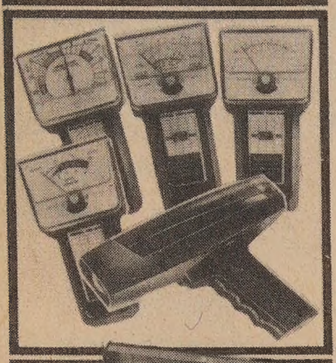

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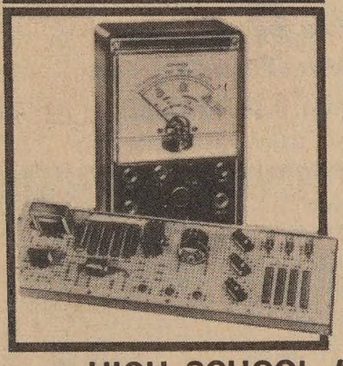

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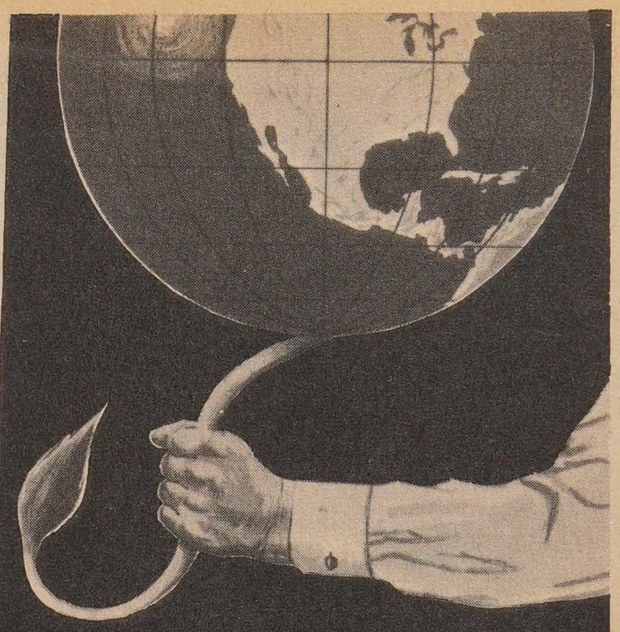

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 85, No. 2 DECEMBER, 1968 50 CENTS

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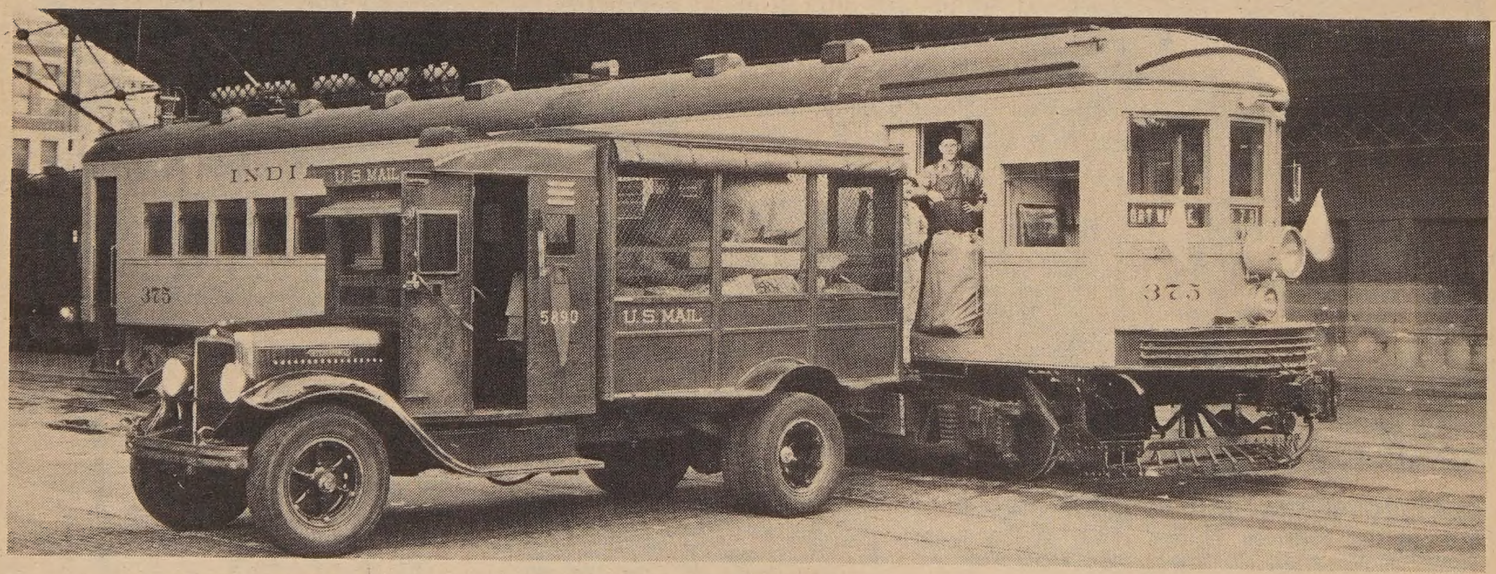
Nostalgic shot from the year 1931: Indiana Railroad car is being loaded from a truck at the Indianapolis terminal. In those days the U.S. Post Office Department was glad to utilize railroad service.

From John G. Williams, Jr.
6130 North Carvel, No. 7
Indianapolis, Ind. 46220



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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1968, by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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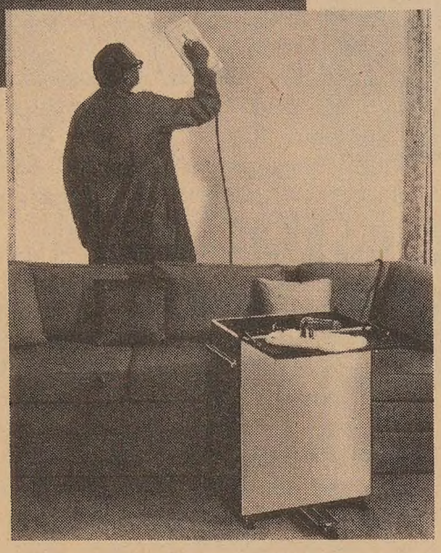
3 WAYS TO A PROFITABLE BUSINESS

of your own with small investment

YOU CAN START WITH ONE DETERGER...
ANY TWO...OR ALL THREE
FULL OR PART TIME!



■ Von Schrader offers you these three tried and proven money-making businesses. You can start with one Deterger and, by working week-ends, add hundreds of dollars to your monthly income while still employed.

■ Or, you can start your business with any two, or all three Detergers, and build rapidly to a point where helpers and even additional Detergers are necessary. All three Detergers are reasonably priced...and many Associates make more than the price they paid in the first few weeks and from the supplies that came with their original order.

■ You need no shop because all work is done in customers' homes or on their premises. And you have no overhead because you work out of your own home.

■ Full operating instructions come with the Detergers and you need no special skill or training. You can grow as fast as you want to with the assurance that Von Schrader will help you every step of the way. Our Business Manual tells everything you need know, including how to go about getting business, suggested sales letters, tips on keeping books and tax records, suggested ads and radio announcements, etc. Von Schrader assistance is always at your service. Training and consulting with experts is also available... and without charge.

■ Von Schrader is the oldest and largest company manufacturing machines of this type and we are keenly interested in the success of each of our Associates. Our FREE ENTERPRISE PLAN has been developed and fashioned with your future in mind. Your business always belongs to you...no one can ever take it away. You pay no dues or fees or royalties to anyone. All the money you take in belongs to you...you are truly your own boss in your own business.

VON SCHRADER MFG. CO.
DECEMBER, 1968

READ BELOW what a few of our many Associates have to say about the success of Von Schrader's FREE ENTERPRISE PLAN. Then return the coupon or write today. It costs nothing to get the details. Be sure to check the Deterger you are most interested in starting with.

E. L. McLAINE • New York • Wall—"I'm over 60 years old. In my spare time I make $125 to $175 per week."

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R. MORTON • Michigan • Wall—"This last month just working Saturdays and occasional evenings I cleared around $600."

G. WINTER • Wyoming • Upholstery—"Last year I did $10,000. This is a one-man operation. Many weeks are now $250-$300."

E. ACTON • Oregon • Upholstery—"I don't work very hard at this but in one day my boy and I made $170."

S. RALLINGS • California • Upholstery—"I'm averaging about $200 a week... one month went up to $1000."

T. NORTHRUP • New Jersey • Rug—"$2000 in two weeks ...several weeks over $1000."

J. THORNTON • Illinois • Rug—$90 and $100 a day is common with your wonderful deterger."

C. LEONARD • Ohio • Rug—"My largest week so far brought me $1568."

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Please rush information about your

_____ DETERGER(S)
(Write in name of deterger(s)

and how I can start my own profitable business.

Name_____

Address_____

City_____ State_____ Zip_____

Rockton & Rion No. 19, pictured also on our front cover, is seen here (with L. A. Thompson at the throttle), hauling cars of granite upgrade in Greenbrier community close to the Southern Railway connection, Winnsboro, S.C.
H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605

THE MAIL CAR

where editors and readers meet

FRONT COVER shows Rockton & Rion 2-8-2 No. 19 (Baldwin), photographed Jan. 2, 1964, by Michael A. Eagleson (see page 34). Handling this engine at the time were L. A. Thompson, engineer, and Louis Johnson, fireman, both Negroes. This is the only American common carrier we know of that employs an engine crew consisting of two blacks. Thompson has been with the R&R since August, 1946, first as a fireman, then an engineer for 8 years. Johnson hired out to the road in March, 1947, originally with the track crew, and has been a fireman for 8 years. The R&R ran steam engines 19 and 31 until April, 1967, but is now dieselized. Today Thompson and Johnson handle a diesel. Old No. 19 is presently located at Superior Stone Co., Rion, South Carolina. •

BRIEFLY SPEAKING. Super-speed train will begin running between New York and Washington some time in January, 1969, according to Alan Boyd, U.S. Transportation Secretary, who favors only four stops en route. Penn Central insists on six. Boyd fears six stops would take super-speed out of the train.

It seems likely that the New York & Long Branch Railroad (part of the old Pennsy system) will be electrified from South Amboy to Bay Head, N.J. The state transportation commissioner, David J. Goldberg, is said to have given a "firm commitment" to that effect, and Monmouth County officials apparently are agreed on the electrification plans.

Since diesel airhorns, bells, signs, flashing lights, etc., don't always prevent grade-crossing collisions, William H. Taylor of Norfolk, Va., writes: "It could be that a vibratory warning is the answer—narrow cobblestone strips in the highway, arranged in sequence a suitable distance from the tracks, would impart a slight tremor to a moving vehicle. When a driver at night felt, say, slight bumps with a pattern timing he would know that a rail crossing was ahead." This system has proven effective in some European countries.

Illinois Central announces that in 1970 it will abandon its noisy freight yard near Grant Park, Chicago. A new length of track, opened this past July, bypasses the downtown yards. Most freight trains will be assembled instead in the Markham yards, about 20 miles south of the Loop.

To curb vandalism, Reading Co. is now having its Police Dept. supervisors ride the head end of commuter trains equipped with radio-phone connections to police patrol cars cruising near railroad property.

"A signal gantry in this country is commonly referred to as a signal bridge," says Maury Peacock, 404 Weadley Rd., Gulf Mills, Pa. 19406, commenting on a B&O photo in our October issue, page 15. "Incidentally," he adds, "when upper-quadrant electric semaphores were first used on the now-abandoned Oahu Railway in Hawaii, their unattended movements excited the superstitious natives."

Chicago & North Western is building a new $3,500,000 center for servicing its passenger cars adjacent to its main line on Chicago's West Side, scheduled for completion next October. The system also is acquiring 20 new doubledecked suburban coaches, making its fleet of 267 such cars the world's largest. It is refreshing to note that a few American roads are still interested in passengers.

The White Pass & Yukon, a narrow-gage cliff hanger built during the Klondike gold rush (1898-1900), is expanding facilities to handle shipments from a new Yukon mine. If this mine, the Anvil, scheduled to open next September, produces enough lead and zinc, the WP&Y will be extended 230 miles northeast of its present northern terminus at Whitehorse, the Yukon capital, Edward C. Burks writes in *The New York Times.*

Southern Pacific shippers will soon have available 1,000 more modern, wide-door, freight cars—now being converted from their original narrow-door design at the rate of nine a day in SP's Sacramento shops.

Additions to the list of Rock Island cars being converted in his home town for Ringling Bros. and Barnum & Bailey's two circus trains come from Frank DeLarm, 359 Glen Oak Rd., Venice, Fla. 33595, as follows: RPO cars 755 and 759, crew-dormitory-baggage cars 821, 822, and 823; full-length baggage cars 865 and 888, and sleeper 820 from the *Golden State.*

The 130-year-old mansion of New York Central's first president, Dean Richmond, at Batavia, N.Y., is doomed. The local school board bought it for $75,000 last year for an addition to Richmond Memorial Library, but the State Education Department disapproved, so they voted to raze the mansion and use its site for a new library. •

CANADIAN PACIFIC has again become competitive in the Calgary-Edmonton and Calgary-Lethbridge passenger market, reports Brian E. Sullivan, 2804 26th St. S.W., Calgary, Alta., Canada. "In the late 1950's and early '60's, the CP did very well on both lines, especially Calgary-Edmonton. Then, a few years ago it drastically increased fares to the legal maximum of 5 cents per mile. This was a boon to Greyhound, which had just begun to expand its dormant bus service. With Greyhound fare at $6.40 and CP's boosted from $7.40 to $9.75, buses romped away with the traffic. In 1967 CP offered a reduced mid-week fare between certain stations as an off-season experiment. Apparently heartened by results, it now goes back to $7.40 for Calgary-Edmonton, effective every day, and has cut fares also between Calgary and Lethbridge and Red Deer. With slightly faster time than Greyhound, perhaps CP rail will get a lot more patronage." •

FINDING 280-foot barge No. 9 of the Santa Fe Railway adrift the other day in San Pablo Bay northeast of San Francisco, a bearded author named Robert Read, with an eye for adventure, swam out to it, climbed aboard, and claimed it as a salvage prize. Railway officials were not amused. After "holding the fort" for about 14 hours, meanwhile arguing

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✓ TAKE THIS SIMPLE APTITUDE TEST TO FIND OUT

(1) Do you enjoy meeting people? YES ☐ NO ☐

(2) Do you like getting out of the office and being on your own? YES ☐ No ☐

(3) Are you willing to accept greater responsibility to get more income and a better position? YES ☐ NO ☐

(4) Can you make important decisions, if called upon to make them? YES ☐ NO ☐

(5) Would you enjoy rendering a much needed service to your community? YES ☐ NO ☐

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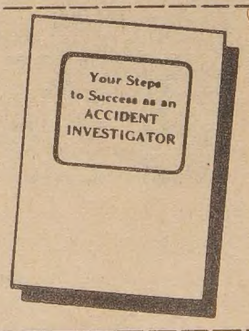

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with Santa Fe agents, Read was told by a lawyer that even if he left the barge he could still file a legal salvage claim. So he went home. Later, he said, "The thought of pecuniary gain never crossed my mind." •

PERSONALITIES. Richard B. Wachenfeld of Fair Haven, N..J, has been elected president of the Raritan River Rail Road, a Jersey Central affiliate, one of the three American lines which use "Rail Road" in their corporate names. (Other two are the Long Island and the Strasburg.)

A Northern Pacific girl, Nancy M. Koethe, age 22, was crowned "Miss Transportation" on September 8th by the Associated Traffic Clubs, meeting in Minneapolis, Minn. Nancy joined the NP in April, 1966, as a secretary in the Passenger Traffic department and is now secretary to the chief pilot in the railway's aircraft operation. By the way, how many of our readers knew that the NP operates planes as well as trains?

Oscar A. Timm, 79, died recently, reports Bob Sanford, managing editor of the *Conductor & Brakeman.* Timm was a member of the Order of Railway Conductors & Brakemen for nearly 48 years and was flagman on the Michigan Central circus train (Hagenbeck-Wallace), the wreck of which was described in our October issue.

A county tax collector, Jack Daniel, Box 47, Tuscumbia, Ala. 35674, has been instrumental in forming the Muscle Shoals Chapter of NRHS and incorporating it as the Muscle Shoals Railroad Club. He is the club's first president.

"Cowboy-singer Gene Autry worked for the Frisco Lines from June 15, 1925, to Oct. 14, 1932, as agent at White Oak, Okla., and other Southwestern Division stations," writes Robert A. McDonald, Box 81, Collins, Ohio 44826. "The present White Oak agent, Ted Shedleber, remembers working with Gene. I expect to visit Ted this Christmas and get further information."

Last year's chairman of the Interstate Commerce Commission, William H. Tucker, went to work September 1st for the Penn Central as vice president for corporate administration. Another former ICC member, Robert W. Minor, is a senior vice president of Penn Central.

"On three different runs of the *Super Chief,* when I was pulling it, we had President Eisenhower as a passenger," says retired Santa Fe engineer E. J. Lafrentz, 2502 Ave. H, Fort Madison, Iowa 52627.

Mrs. Paula Hardy, Box 622, Carson City, Nev. 89701, who is carrying on the railroadiana and other Americana business of her late husband, Grahame Hardy, has spent nearly all of her life in Nevada. Says she: "I know probably every Nevada ghost town and have explored every railroad bed in the state with Grahame." Her own hobby is collecting annual railroad passes and Indian picture postcards. Assisting her in the business are her son, Grahame Jr., and office manager Johnny Behner.

"As a result of my *Switch List* item about four years ago," writes T. E. Satra, 8011 Dayton Ave. N., Seattle, Wash. 98103, "asking for a desk model of a Shay, I received such a deluge of answers concerning a working model that I got interested in model railroading and now have a 350-foot layout with a switchback mountain, a 3-truck Shay, a 2-truck Climax, etc." •

COMPLAINT DEPARTMENT. Patricia Cunningham of Porterville, Calif., writes: "Are you aware that under no circumstances will the Southern Pacific check luggage from one state to another? Are you aware that in SP dining cars a waiter is allowed to refuse to serve you coffee and ice cream although the head waiter has seated you? Have you seen the slum appearance of most of the SP's stations and premises?"

On a recent picture-taking Western tour, Wilbur T. Golson, No. 13 of our *Interesting Railfans*, found that "the places I visited were not at all interested in railfans, their cameras or tapes, but were 100 percent for the tourist-trap dollar."

"Riders of the once-famous *Phoebe Snow* train would be shocked to learn that the old Lackawanna Terminal in Buffalo, N.Y., is now a condemned pile of rubble alongside the beautiful but polluted Buffalo River," laments Franklin Wald, 57 North St., Hamburg, N.Y.

The Soo Line is spending $10 million on 446 new freight cars, 10 new diesel freight locos, and 10 new steel cabooses, all to go into service next year, but nothing at all on new passenger equipment.

Henry Korman said (Oct. issue), "Many Americans are not riding trains

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FREE BOOK TELLS YOU HOW

I don't care who you are, where you are, or what you are doing now. I will show you how to short-cut your way into one of the most exciting, booming, big-money industries in the country today—Accident Investigation.

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It's a plan that can pop you right out of that dead-end job. And do it so fast that your old friends—your old boss—will be stunned. Because this plan can put you into a brand new company car, all expenses paid . . . put an executive brief case in your hand . . . give you amazing, free benefits . . . give you constantly growing income, opportunity, security.

Yes, I'm talking about turning you into a professional man with a career future! And I'm talking about doing it in just a short time for just a few dollars—as little as 33 cents a day! You doubt it? Of course you do. Many of the men now earning thousands more had doubts until they learned these two, basic facts:

Fact One: Most men don't know it, but Accident Investigation today is part of the *biggest service business in the world.* More than $19 billion was paid out last year to investigate and settle some 22 million accidents.

Insurance and other companies just can't find enough trained investigators to handle this flood of work. The shortage is critical. The need for more and more trained men is urgent! And it gets more critical every day as the accident rate goes up and up.

Fact Two: Now you can become a trained Accident Investigator fast, right in your own home in your spare time. Simply read brief, fascinating lessons-by-mail from famous Universal Schools. No classes to attend. No big investment. No risk. No need to switch jobs until you are ready.

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This is your short-cut to success. This is the plan that has taken hundreds of men out of the labor force and into professional ranks. **Universal has trained and placed more men in the remarkable Accident Investigation field than any other organization in the country.**

I'll show you proof. I'll send you a free book that tells the whole, exciting story of this booming industry. I'll include names, addresses, earnings of men all over the country who have taken Universal's short-cut to a new, rewarding life.

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Make that contact yourself, right now. Send for the free book that tells you exactly how to short-cut your way into the action, the money, the prestige of Accident Investigation.

There's absolutely no obligation. No salesman will call. We simply send you the facts and let you decide. But send for your free book now. Just mail the coupon or write to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

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Address_____

City & State_____ Zip Code_____

101

because of the slow service." According to Frank J. Mackey, 11 Grant St., Poughkeepsie, N.Y., another reason is the poorly-maintained roadbed between New York and Florida. "Last Christmas Eve," he writes, "my wife and I had a bedroom on the *Silver Meteor* from New York to Okeechobee, Fla. The train was fast, but we slept fitfully because we could hardly stay in bed whenever it straightened up out of a curve." •

OVERSEAS. Locomotive engineers in Nigeria's North Central State have been warned by the military governor to refrain from their old "habits" of stopping at non-scheduled places, merely to buy foodstuffs and firewood, because such foodstuffs were cheaper than at the next station, without any regard to the inconveniences they caused the passengers. This news comes from one of our overseas subscribers, John Zuidema, Mountain View Hostel, Box 261, Jos, N. Nigeria, West Africa.

Regular employes of the railways of India earn an average of $261 a year—and they are the lucky ones. Hundreds of thousands of "casual" employes get far less. These are among the findings of Eli Oliver, noted American labor economist, who recently completed a 4-month study of labor relations for the Indian Government.

The days of aristocratic splendor on the *Orient Express* are past and gone. So says a news dispatch from Bucharest. Air travel has lured away most of its glamorous passengers. Where opera stars, kings, German princes, and Hungarian princesses used to ride, now the most exciting passengers are diplomatic couriers. And the dining-car menus are no longer lavish. "But," comments the *Christian Science Monitor,* "the scenery is still magnificent."

To finance the new subway in Melbourne, Australia, the New South Wales Government plans to increase fares on the city's suburban trains.

Even though Great Britain was the ancestral home of the steam engine, it became, last August, the seventh nation in western Europe to bid farewell to steam traction. A few spots of active steam remain there: British Rail's 73-year-old Vale of Rheiden narrow-gage line in Wales and several railways privately preserved and operated by fan groups north from Wales to Yorkshire and south to Sussex and Devonshire. •

CZECHOSLOVAKIAN rail workers, heroically answering a plea from the underground, delayed for at least three days a Soviet attempt to bring into Prague key equipment to track down the Free Prague radio that had gone underground. The Free Prague radio had broadcast an appeal declaring: "To all railroaders, to all railroaders, stop train No. 5599 at all costs! It has reached Ceska Trebova."

The rail workers heard—and that's where the train stayed for a couple of days. "Not a single driver (engineer) was found to drive it," the clandestine radio noted. When the train moved again, apparently with Russian army men at the controls, power was cut on the electrified section of the line and the train was immobilized once more at Lysa-nad-Labem. The Soviet Union finally gave up and brought the equipment into Prague by helicopter. •

BACK in 1901, according to rule 357 of the St. Louis Iron Mountain (now the Missouri Pacific's Southern District), passenger conductors were required to "look at printed material sold on their trains and see that no immoral, obscene, or doubtful papers, nor other such literature, nor prize packages of any kind, is offered for sale." Rule 346 of the same road stated: "The reading of books, newspapers or periodicals while on duty is strictly forbidden." This information comes from MP conductor William T. Church, 1011 W. 52nd St., North Little Rock, Ark. 72118, who asks, "How could a conductor obey rule 357 when rule 346 forbade him to read such material on duty?" •

MEMOIRS of a link-and-pin railroader, George L. Clement, have just been found among other old papers by his son, Don D. Clement, Box 88, Mena, Ark. 71953. Here is a condensed version of what the father wrote in 1927, a year before he died:

"As I sit in my home in Mena I hear the powerful Mallets of the Kansas City Southern whistle through town with heavy freight. I often stand by the tracks watching them pass. Like the old engines and cars, I, too, will soon go to the 'scrap pile,' but before that day comes I will jot down some of my experiences. In 1871, when I was 16, I left my Tennessee farm home over the objections of my father, a Methodist preacher; I went to Humboldt, Tenn., and, by stretching my age, hired out as a brakeman. (Name of railroad not given.) The tracks ended at Fillmore, where railroad cars were shoved aboard the steamboat *McComb* (capacity 12 freight cars or 6 coaches) and were ferried across the Mississippi River, usually three times a night. I remember nights when storms sent the cars overboard.

"During foggy weather, engines on both sides of the river approached as near the inclines as possible, shining their oil headlights and sounding their whistles. Sometimes fog was so thick that the boats remained out as long as 30 hours! One boat, carrying passenger cars, was stuck several days on a sandbar. On another occasion, the pilot could not find the landing in a fog.

"In 1876, when a passenger train had been wrecked near Memphis, the tender of the battered engine was chained to a flatcar. The chain broke and a trainman friend of mine, Johnny Green, fell to death between the cars. He was the first of seven men killed in train accidents in my presence or near where I was working. In December of that year I was promoted and joined the Order of Railway Conductors, whose membership cards I still treasure. At that time a conductor rarely had to get a pass for himself and family; just showing his card was enough.

"Leaving Memphis in 1878 to escape the yellow fever epidemic, I worked out of Little Rock, Ark., and later Palestine, Texas. Things were booming. I hired out to the Texas & Pacific, then being built from Weatherford, Texas, and there, while working the yards at night, I had my first accident. In trying to make a link-and-pin coupling, my hand was caught between the cars and as a result my fingers are still crippled. After the wound had healed, I worked for the Cotton Belt Route as a conductor on the first train to run over the 3-foot-gage line between Pine Bluff and Texarkana, consisting of engine No. 39, a flatcar, and a caboose.

"In October, 1885, I had another bad accident. My right foot got caught in a frog, and one wheel of a 'kicked' car passed over my leg. I still wear an elastic stocking. The miracle was that I didn't lose the leg. In 1894 I quit the job of yardmaster at Jonesboro, Ark., just as the American Railway Union strike began; and I was blackballed, as were thousands of other good railroad men involved in the walkout. Union head Gene Debs was jailed.

"Heading south, I worked for the Mexican Central. One morning, when I was conductor on a work train, a peon rode a horse onto the track, the horse threw him, and the train killed him. The following night his body was laid out on a bier beside the track, with candles burning at the head and feet. Many mourners gathered, but their grief did not stop them from riddling our engine and caboose with shots as we went by. Thereupon, I returned to the States and got employment on the Kansas City, Pittsburg & Gulf (now KCS). That road had been built by Arthur Stilwell, who had no prejudice against ARU strikers. Finally, while I was switching at Mena, an engine jumped the track, catching my left foot between the rail and the footboard. I lost that lower leg and quit railroading forever." •

Important information for people 65 or older and their children and relatives:

Protect your income and savings against big hospital bills

YOU CAN . . . NOW . . . FOR ONLY $2.50 PER MONTH . . . WITH AMERICAN LIFE'S

$10,000 Medicare Supplement Plan

- **Pays you IN ADDITION to all other insurance.**
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This message is of special interest to men and women 65 or older who are automatically covered by the U.S. Government Medicare Hospital Plan.

It tells about the **wonderful new $10,000 American Life Medicare Supplement Plan** which gives you full protection, in accordance with the benefits described, against big hospital bills.

It pays hospital costs which Medicare does not cover.

U.S. Government Medicare Plan A pays only PART OF THE COSTS after 60 days and NONE OF THE COSTS after 90 days of hospital confinement. This is why it is important that you have the full, low-cost additional protection of the new American Life Medicare Supplement Plan.

We never know when one of a score of diseases or accidents may strike, requiring a long hospital stay—such as heart attack, stroke, cancer, vascular disorder or a broken hip. Statistics show that people 65 years or older are hospitalized at least twice as long as those under 65.

How about you? Do you have enough income to cover big, unexpected hospital bills? Do you have enough savings to handle such long-term emergencies **which could cost you thousands of dollars?**

Just one long hospital stay may plunge you into poverty, cause you to lose your life savings and make you dependent on others.

But you need not be exposed to these hazards!

Now . . . for only $2.50 a month per person . . . you can protect your income and your life savings against such perils with the new $10,000 American Life Medicare Supplement Plan.

This new, low-cost plan **pays up to $10,000 tax-free benefits per person** under an easy-to-understand policy. The money is paid directly to you (or to the hospital, if you prefer). No matter how long you stay in the hospital, there's no time limit for each confinement up to $10,000 total benefits per person.

SONS, DAUGHTERS, RELATIVES: You can protect your loved ones 65 or older against the burden of a big hospital bill (as well as a drain on your own income and savings) by taking out a policy for your parents or relatives NOW. Just fill in the application form today and have the person to be insured sign it. We will gladly bill you for the low quarterly, semi-annual or annual premiums after you have received your policy.

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The present enrollment offer is open for a **limited time only.** Regardless of whether you participate in the U.S. Government Medicare program (if you are under Social Security or Railroad Retirement you are automatically covered by the U.S. Medicare Plan A insurance), you are eligible to enroll under the American Life Medicare Supplement Plan. But you must enroll **now** to collect the benefits. As long as you are 65 years or older, there's no age limit. Both husband and wife can enroll (a spouse can join when reaching 65) and enjoy equal benefits for the same low premium per person.

Upon acceptance of your enrollment, we will send you your American Life Medicare Supplement Plan Policy and your Hospital Identification Card. You will also receive a premium payment notice covering the first quarterly premium at the rate of $2.50 per month per person (the cost will be even lower if you pay the premium for six months or a year). Upon receipt of the policy, if you are not completely satisfied, you owe nothing.

Don't risk your income and your savings. Don't saddle your children or relatives with your hospital debts. Don't miss this wonderful opportunity to be financially independent.

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Yes! For nearly 40 years, since 1928, American Life Insurance Company has faithfully served policy holders. American Life is rated A+ Excellent, the highest rating given by Dunne's Insurance Reports, the world's largest insurance reporting service. American Life is licensed under the laws of the State of Illinois and carries full legal reserves for the protection of all policy holders. Policies are effective and honored by the Company regardless of your state of residence.

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My name _____ My Date of Birth _____
(please print)

My address _____
(street) (city) (state) (zip code)

ENROLL YOUR SPOUSE HERE:
First name of wife or husband _____; date of birth _____

SIGN HERE X _____

☐ Please send me a free copy of Social Security Administration Booklet OASI-35, on Government Medicare.
☐ Please send extra enrollment forms for my friends or relatives.

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C-966 PLEASE DO NOT SEND ANY MONEY. You will be billed later. AD-108

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 361, 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 418, **555 E. Lange St., Mundelein, Illinois 60060**

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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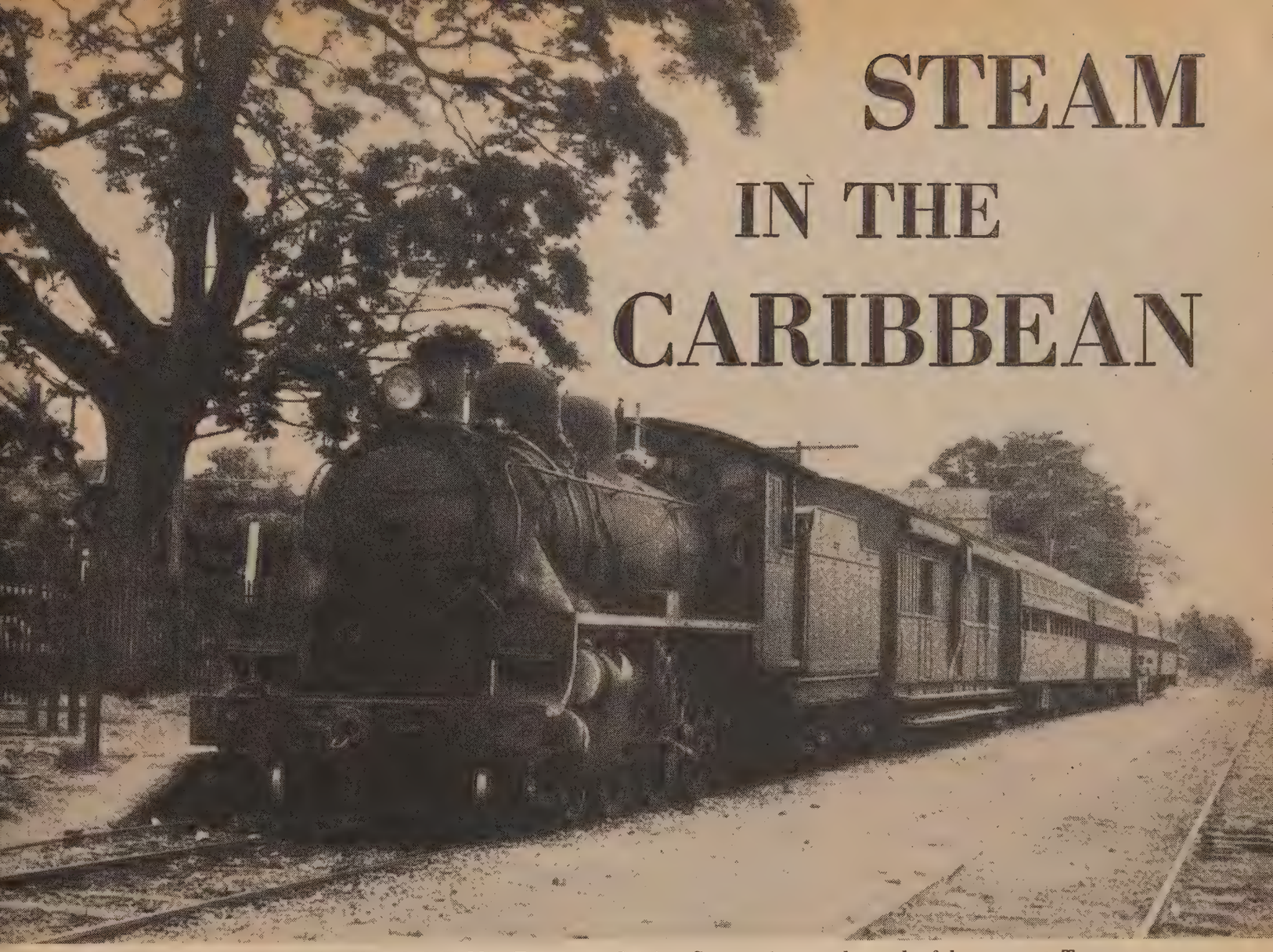
If 18 or under, check here for special booklet. ☐

STEAM IN THE CARIBBEAN



Ten-wheeler No. 28 of the Trinidad Public Transport Service Corporation at the end of her run at Tunapuna.
B. Thomas Walsh, University of Pittsburgh, Graduate School of Public Health, Population Div., Pittsburgh, Pa. 15213

Also on Railways of This Area Are Many Diesels and even Trains Pulled by Cattle.

Listed with each country is the name of every present-day railway and its steam engine numbers, types, builders, and dates built, if info. is available.

JAMAICA. Jamaica Ry. Corp., 54, 4-8-0, Canadian Locomotive Co., 1944; and 8, 0-8-0T, Nasmyth Wilson, 1931; Jamaica Sugar Estate, 1, 0-6-0T, Andrew Barclay, 1925; Raheen Sugar Estate, 8 and 20, 0-6-2T's, Porter; one 0-6-0T, data unknown.

HAITI: National Ry., Co., four Baldwins, 2-6-0 and 4-6-0, no other data available; Haitian American Sugar Co., 20, 2-6-0, Porter; 21, 2-6-0, Montreal, 1920.

DOMINICAN REPUBLIC: FC La Vega-Sanchez, 9, 0-4-2, Andrew Barclay, 1904; Ingenio Colon, 4, 2-6-0, Baldwin; Central Romana, 3, 0-6-0 ("fireless cooker"), Porter; Central Barahona, all Baldwin, 5, 2-4-0T, 1947; 7, 2-8-0, 1921; 8, 2-8-0, 1925; Central Boca Chica, all Baldwin, 2, 2-8-0, 1924; 4, 2-6-0, 1946; 5, 2-8-0, (?); 6, 2-4-0, 1946; 7, 2-8-0 (cannibalized); 12, 2-8-0, 1925; 13, 2-8-0, 1937; Ingenio Consuelo, 4, 2-8-0, Baldwin (?); Ingenio Porvenir, 6, 2-8-0, 1932; 7, 9, 10, 2-6-0, Baldwin (?); 11, (ex-Santa Fe), 2-6-0, Porter; Ingenio Quisqueya, 3, 2-8-0, Baldwin, 1922; 7, 2-4-0, Baldwin, 1941; 18, 2-6-0, Porter (?); Ingenio Santa Fe, 16, 2-8-0, Baldwin, 1922.

PUERTO RICO: Land Authority of P.R., 7, 8, 2-8-0, Baldwin, 1927; and 8, 2-8-0, Alco, 1927; Ponce y Guayama, 7, 8, 2-8-0, Baldwin, 1922; 13, 2-8-0, Baldwin, 1924; Central Mercedita, 4, 2-6-0T, Glover, 1925.

ST. KITTS St.K. Sugar Factory, 16, 0-4-2T, Hunslet, 1916; two engines, 0-4-2T, Kerr-Stuart, 1922.

ANTIGUA: Antigua Sugar Factory, 0-4-2T's, all Kerr-Stuart except No. 5; 1 (Edith), 1916; 2, 1911; 3 (Julie), 1920; 4, 1910; 5 (George), Hunslet, 1938; 6 (Lucy), 1916; 7 (Joan), 1916.

GUADELOUPE: Usine Darboussier, 1, 0-4-0, J.F. Cail, 1868.

MARTINIQUE: Usine Vauclin, one engine, 0-6-0, Carpet-Lowvet, 1910.

TRINIDAD: Public Transport Service Corp., D, 0-6-0, Hunslet, 1914; 11, 4-4-0, Kitson, 1895; the rest are all Montreal 12, 13, 15, 2-6-0, (?); 21, 23, 24, 4-6-0, 1920; 26-29, 4-6-0, 1921; 41, 42, 2-8-0, 1937; 43, 61, 2-8-0, 1942.

VENEZUELA: Port Authority of La Guaira: one 0-8-0, no data; one 0-6-6-0, ex-La Guaira-Caracas, no data; 1 and 2, 0-4-0's, Sentinel. FC de Puerto Cabello a Valencia, B-9, 4-4-4, 1888 (German).

GUYANA: Transport & Harbours Dept., East Coast Ry.: 30, 31, 4-6-4T, Hunslet, 1923; 33, 0-6-0T, North British, 1936; 34, 35, 4-6-4T, Hunslet, 1946; 36, 0-6-0T, assembled locally, 1946.

SURINAM: Govt. Rys. (Landsporweg): 1-5, 0-4-0, Borsig, 1904; (Gege), 0-4-0, Krauss, 1908; (Dam), 0-4-0, Krauss, 1908; (Maabo), 0-4-0, Dusselwerk; (Para), 0-4-0, Breda, 1916; Suikeronderning (Marienburg): 3, 0-4-0, and 8, 9, 0-8-0, all Ducro & Brauns, 1922.

Railway Mileage and Locomotives

Following the name of each country are, in this order, the railway mileage, the number of steam locos in service, other locos in service, steamers out of service, and other locos out of service.

Jamaica (289), 1, 0, 5, 3. Haiti (76), 0, 9, 6, 0. Dominican Republic (1,100), 6, 92, 17, 0. Puerto Rico (247), 0, 39, 7, 14. St. Kitts (36), 0, 15, 3, 0. Antigua (40), 4, 10, 3, 0. Guadaloupe (40), 0, 11, 1, 0. Martinique (69), 0, 26, 1, 1. St. Lucia (35), 0, 8, 0, 2. Trinidad (84), 2, 28, 14, 2. Guyana (166), 4, 64, 2, 1. Surinam (87), 8, 28, 4, 0. Venezuela (235), 0, 59, 5, 8.

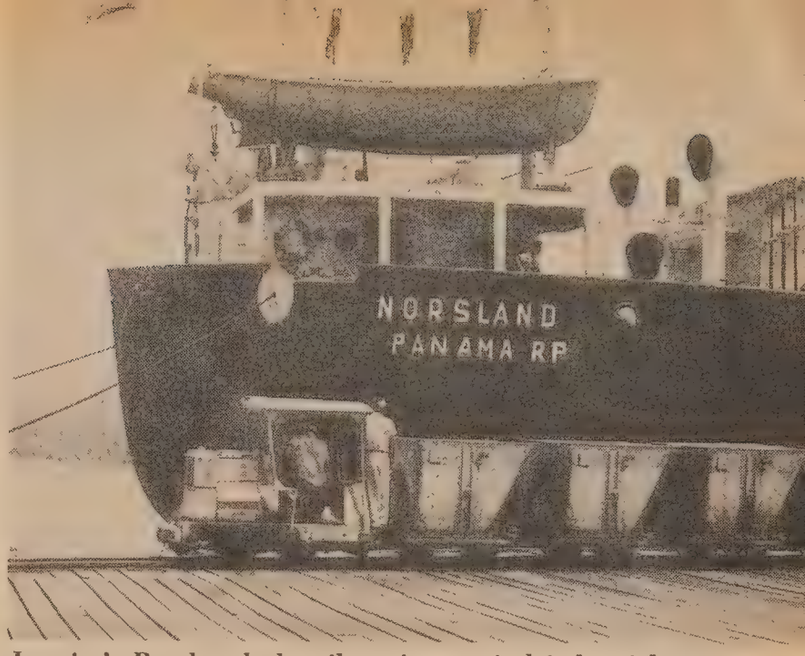
Text and Photographs by B. Thomas Walsh

RAILFANS seeking a rare and exotic vacation with railway interest should visit the Caribbean. The palm-fringed islands and mainland in this area are laid with more than 2,500 miles of steel rails that glint in the tropical sun. There you can find about 500 locomotives, from diamond-stacked woodburners to General Electric diesels. Included are 25 still-active steamers and at least 68 retired steamers, some on display, and such novelties as trains pulled by mules, even by cows!

There, too, you can sense the majesty of Africa, the mystery of the Far East, and South American romance. Among other attractions, chic *senoritas* and sable beauties with diverse lan-

Canadian Locomotive Co. built 4-8-0 Twelve-wheeler No. 54 in 1944 for for Jamaica Railway Corporation. (Above) Freshly painted, she pulls a fantrip train on July 7, 1968. (Below) In service at Angels, 1964.

No. 8 of the Jamaica Railway Corporation, an 0-8-0, was given to Trenchtown Housing Project, Kingston, for display.



Jamaica's Bowden dock railway is a typical industrial tram line using a gasoline engine and simple four-wheel cars.

guages and foreign cultures supply just the right touch for your camera—if you happen to like girls.

Steam enthusiasts planning to tour the Caribbean in minimum time should limit their travel to Trinidad, Guyana, and Surinam. These three "paradises" offer the best opportunities for you to see and photograph smoke plumes that belch or drift lazily from engine stacks. Next in order I recommend to steam fans the Dominican Republic, Antigua, and Jamaica. The last-named island boasts a lively fan group, the Jamaica Railway Society, 27 Waterloo Ave., Kingston 10, Jamaica, West Indies. But every lush and populated island in the bluish-green tropical sea has its own charm, and railroads play a vital part in their economy.

From the viewpoint of trade or tourism, the area includes a 1,500-mile chain of islands stretching from Jamaica to Trinidad, plus the South American nations of Venezuela, Guyana, and Surinam. Both Pan American and the British West Indies Airways (BWIA) offer year-round, 17-day, jet excursions. For example, you can reach Paramaribo, capital of the former Dutch Guiana, now Surinam—the most distant point covered by excursion tariffs—on a round trip from New York City for $270, from Miami $245.

Branch service at Grays Inn Sugar Central, Jamaica, has cattle for motive power.

Both airlines charge identical fares and you can arrange variation in routing and stopovers within the maximum mileages allowed by those companies. Not all places are served by both airlines, but you can easily switch from one line to the other for parts of your safari. The exciting Caribbean beckons wayfarers with its numerous charms ranging from white sandy beaches and offbeat railways to steel-drum bands and sinuous female dancers. Most guidebooks ignore the agricultural and mining enterprises that brought the railways into being. Such items as sugar, bananas, and cacao (chocolate) as well as bauxite, iron, salt, and manganese have given rise to more than 50 different railways in the area, of which five give common carrier service.

Except in Guyana and Surinam, the sugar lines operate mostly between January and July, while off-season hotel rates generally run from April 15th to December 15th and are substantially less than "winter" season rates. I will tell you about the 13 Caribbean countries or dependencies that I visited recently and will show you a few of the many pictures I took there.

LET'S start near the United States and move gradually to northeastern South America. Sixty miles south of Cuba and a little over an hour from Miami by air is Jamaica, an island whose railways carry passengers on most of its 224 miles of track. The friendly Jamaica Railway Corp. has the distinction of being the earliest colonial rail line in the old British Empire, dating back to 1843.

Since most planes winging their way between the U.S. mainland and Ja-

maica stop at both Kingston and Montego Bay, railfans prefer to travel between those island towns by train and resume their air journey from the further place. Self-propelled diesel railcars on a 4-hour schedule provide twice-daily service in both directions. They zip through spectacular winding valleys rich with luxuriant foliage. Fare between Kingston and Montego Bay is about $3.50 first class, $1.75 second class; but between Kingston and Port Antonio, with a single class, it is only a little over one dollar.

At Montego Bay, worthwhile all-day rail excursions are operated by Jamaica Tours on Tuesdays, Thursdays, and Fridays. You ride in a silver-painted diesel-mechanical old railbus originally known as the "Governor's Coach" but renamed "Independence Coach" when Jamaica won nationhood in 1962. This vehicle is a 36-seater with a bar compartment and usually a wild-swinging calypso band also. Its destination is the Appleton distillery, 50 miles away.

Jamaica's last regularly scheduled steam operation ended four years ago; but engine No. 54, a well-kept 4-8-0 (Canadian Locomotive Co., Ltd., 1944) pulls occasional fantrips sponsored by the Jamaica Railway Society. The most recent trip, last July 7th, was from Kingston to Orange Bay. The steam loco made two photo runs and, unlike the practice on too many fantrips in the U.S.A., all passengers kept out of the way of photographers.

I first saw this engine and her sister, No. 55, in 1964 when they returned to service for three weeks of banana runs. Last year both of them starred in a Metro-Goldwyn-Mayer movie, *Dark of the Sun,* featuring Rod Taylor and Yvette Mimieux. Most of the film's action takes place aboard a train. The climax shows "hostile Congo tribesmen" derailing the engine.

On the government railway, freight and passenger traffic is steadily increasing. Some deficits arise, though, since short hauls over mountainous terrain call for high operating expenditure. Bauxite ore, from which aluminum is made, is the road's chief source of revenue and the reason for the recent addition of four locomotives to the previous stock of 15. In 1967 two 1050-hp. Alcos, largest on the system, went into service, and last June two 750-hp. English Electric diesels were delivered. Some 19 miles of new line were built in 1962 to connect the bauxite-producing plant of the Aluminum Co. of America (Alcoa) to the Rocky Point shipping facilities. That industrial line, over which four round trips a day are made, has no passenger service.

Even newer rail construction is the 13-mile Kaiser Bauxite Railroad on Jamaica's north coast from Tobolski to Discovery Bay, opened in 1966. Four

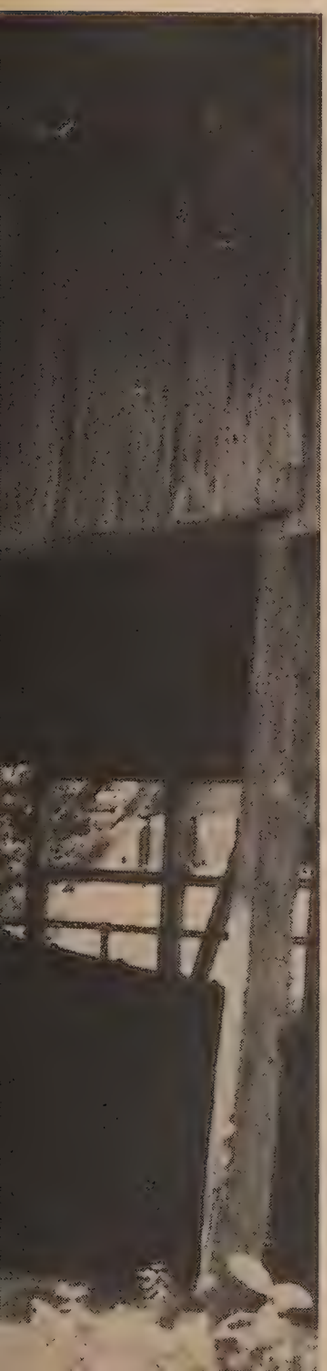
diesels, including one 2,000-hp. unit, now rustle the traffic, but construction is under way for major extensions to new mining sources, for which more power will be needed. Trains consisting of 20 to 26 aluminum gondolas carrying 2,000 or more tons of bauxite are dispatched once an hour.

Previously, Kaiser operated in the south-central part of Jamaica, but in 1967 the original properties, including a standard-gage railway, were turned over to a consortium of three aluminum producers known as Alpart (Aluminum Partners of Jamaica). The latter will again operate the ten miles of line from the plant to the port but will probably abandon the 18 miles running into the mining region in favor of huge, 42-ton, off-the-road dump trucks. Motive power consists of seven aging Baldwin-Lima-Hamilton and General Electric locomotives. Among them is a 1,600-hp. Southern Pacific job. A sister boomer from the SP was transported by boat around the island to the new Kaiser workings at Discovery Bay.

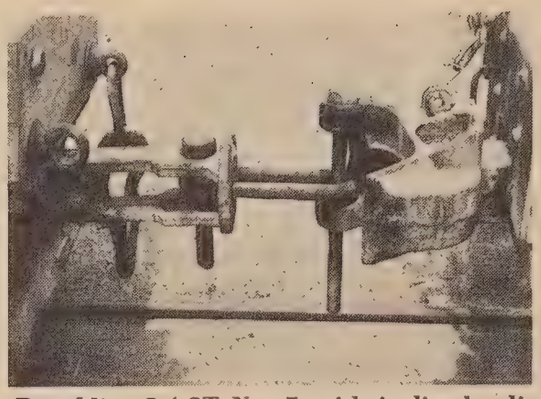
Neither of the Kaiser-developed railroads has a physical connection with the Jamaica Railway Corp., but the Aluminum Co. of Canada (Alcan) does, and turns all its business over to the government rail system. A trackmobile is operated at each of its two plants, while a switcher serves their shipping facilities at Port Esquivel. Similarly, Alcoa confines itself to switching on its own properties. It also brings ore from the mining areas to the processing plant at Ewarton by overhead bucket conveyor. Reynolds, the fourth major producer, uses an 8-mile rubber conveyor-belt system to transport ore for loading at Ochos Rios.

Hauling sugarcane by train has declined sharply on the island, but four mills still maintain rail systems. In western Jamaica the Frome sugar factory uses seven engines on its 17 miles of track. Innswood Sugar Estate near Spanishtown hauls the sweet stuff on narrow-gage trackage with an odd variety of equipment that includes three Simplex chain-driven, gasoline-powered locos. And on the eastern end of the island a pair of 30-inch-gage 0-6-2 Porter saddletankers remain on Jamaica Sugar Estate property but have been out of service since 1962. The company still operates a two-foot-gage cane line as well as an unconnected tiny pier railroad at the small port of Bowden.

A real curiosity on the north shore is the Grays Inn Estate operation of two separated sections of two-foot trackage totaling less than six miles. Gas locomotives were discontinued two years ago. Haulage is now by a rubber-tired tractor on the main line to the mill and by cows on the branch lines! The cows are understandably balky. Preoc-



(Above) Servicing a Plymouth diesel loco in the Dominican Republic. (Left) Rust in peace: 1904 Baldwin 2-6-0 No. 2 of the National Railway Corp. of Haiti lies idle at St. Marc.



Views on La Vega-Sanchez Railroad, Dominican Republic: 2-4-2T No. 7, with inclined cylinders and running-boards; link-and-pin meets knuckle coupler in a compromise used for a time years ago in U.S.A.; Wickham inspection railbus fords a stream.

cupied with feeding themselves, they show no regard for the glory of railroading but tend to wander from side to side, wherever the trackside vegetation seems more promising. Sometimes they tug in the direction of the rails and other times at nearly right angles to the track, often ditching their little train. The "engineer" yells at them almost constantly. No camera bug in his right mind would leave this scene without at least one good shot of it.

Elsewhere on the island you find traces of steam. For example, the Jamaica Railway Corp. placed 0-8-0 switcher No. 8 at a Kingston housing project for children to play on. Built in 1931 by the now-forgotten firm of Nasmyth Wilson, the 8-spot was used until the late 1950's. And the Denbigh Agriculture Show grounds displays a Jamaica Sugar Estate 0-6-0, built in 1925 by Andrew Barclay. Also, train riders between Kingston and Montego Bay can see a rusting saddletanker of the Raheen Sugar Estate on an adjacent track, recalling the days when all of Jamaica's 18 sugar plantations had their own railways.

SOME 300 miles east of Kingston lies Port-au-Prince, capital of Haiti. This unhappy country occupies the western third of the island of Hispaniola (Spanish Island), sharing a land frontier with the Dominican Republic. The Haitian American Sugar Co. (Hasco) operates a railway solely to haul cane over its two divisions that extend out of Port-au-Prince, one running eastward 55 miles to Manneville and the other 20 miles west from Port-au-Prince to Leogane. Hasco keeps two well-maintained Moguls in reserve, but five years have passed since its sugar crop was large enough to require more than its seven diesels.

One of Hasco's diesels is often leased by the Port Authority at Port-au-Prince when the Authority's own small diesel is out of order. About a mile of trackage is operated from the harbor's single wharf to the customs sheds. A cement company at Boucassin, which uses a modernistic white French diesel at its plant, completes our survey of Haiti's active railroading. Although service has been gone for many years, four steam engines of the common carrier National Railway Co. of Haiti remain at St. Marc, 65 miles north of Port-au-Prince. They are Baldwin Ten-wheelers and Moguls, bought when the railroad was opened in 1904.

NEXT, a 30-minute plane hop takes you to Santo Domingo, capital of the newsworthy Dominican Republic. This country is the second largest sugar producer of the Caribbean. It operates 1,100 miles of railroad.

Located in eastern Hispaniola, this was the first land on our hemisphere discovered by Christopher Columbus, in 1492. More than 1,000 colonists accompanied the great navigator on his second voyage in 1493. The island colony, as well as its main city, was originally named Santo Domingo. Columbus's brother, who succeeded him as governor of the colony in 1496, had difficulty in subduing the fierce Carib Indians, from which came the name Caribbean.

Columbus died in 1506. After the erection of America's oldest cathedral, the Santa Maria in Santo Domingo in 1514, he was buried there. Nearly

Two trains met near Barahona, Dominican Republic, on a line operated by a salt and gypsum mine (Minas de Sal y Yeso).

A Porter-built fireless steam loco is used by Central Romana, Dominican Republic, to avoid sparks, which could be a hazard around a mill producing bagasse from sugar cane.

Under tropical palms, 2-8-0 No. 7 (Baldwin, 1921) of Central Barahona, Dominican Republic, starts down the main line.

400 years later, at the time of the Spanish-American War, his body was removed to Spain because of the possibility that the United States might take over the island, including the grave. His remains are now entombed above ground in the cathedral of Seville, Spain, near one of his two sons, who was a famous historian. The other son lies buried in Santo Domingo.

It is ironic that of 17 railways in the Dominican Republic not one serves the historic city of Santo Domingo. However, the city zoo has on display a slim-gage 2-6-0 from a sugar mill and it runs two rubber-tired tractor trains around its spacious grounds. These tractor trains came from the New York World's Fair of 1939-'40. Their blue and orange paint scheme has been kept and the tractor horns still play the first six notes of *The Sidewalks of New York*.

Although the Dominican Republic is about twice the size of Vermont, it has only one common carrier railway, the La Vega-Sanchez. The current 72-mile main line was begun in 1881 and completed five years later. Construction was delayed by the necessity for dropping as much as 35 feet of stone to build a roadbed through a swamp. A seven-mile branch of this 42-inch-gage line was built in 1892 to San Francisco de Macoris, center for cacao in a fertile valley. The bulk of cacao, for chocolate products, moves by rail.

The building of another railroad, the Dominican Central, was started in 1890 from the north coast town of Puerto Plata in an effort to tap the cacao traffic. It took seven years and 55 miles for this 30-inch-gage line to reach Santiago, the nation's second largest city. Cog locomotives operated the first ten miles over steep grades up to 10 percent, including one unrelieved 2½-mile section of 9 percent grade. The rack system continued in use until 1917, when two 42-ton three-truck Shays were acquired.

Both railways built extensions to the town of Moca, halfway between Santiago and La Vega. Despite the difference in gages, traffic was interchanged and in due time the two lines merged into the United Dominican Railway. But declining traffic and the completion of a highway from Puerto Plata to Santiago, 17 miles shorter than the railroad, led to abandonment in 1952 of an entire 30-inch-gage division.

Today, passenger service is confined to a gas-powered railbus, while freight is handled by engine No. 1, a Plymouth bought in 1958. A small 2-4-0, No. 9, built by Andrew Barclay in 1904, remains at the shops at Sanchez and serves as a backup engine if the Plymouth is taken out of service. Two rare 2-6-2T's, Nos. 4 and 5, outshopped by North British in 1914 and 1921, were

Believe it or not, this cabbage-stack, outside-frame 2-4-0 wood- and waste-burner, shown at dockside, Boca Chica, Dominican Republic, was built in 1946!

cut up in 1967, along with a little gem of a 2-4-0 which had been shifting cars on the pier at Sanchez port. This venerable engine, No. 7, was built by Neilson Reed in 1899 with cylinders tilted upward 10 degrees from the horizontal.

In recent years, the railroad passed from private hands to the Dominican Government. Boxcars and locomotives are painted "Fomento", the name of the government development corporation. The railway administrator is located at the Ministry of Public Works in Santo Domingo. Given a little advance notice, he can usually make available a small chain-driven Wickham inspection car for a six-hour round trip between La Vega and Sanchez.

La Vega, western terminus of the railway, is 82 miles from Santo Domingo by an excellent highway. You can reach it by bus or auto in two hours. The alternative of riding the scheduled daily-except-Sunday passenger railbus is an awkward problem. The railbus does not depart from La Vega until one p.m. and takes seven hours to run to Sanchez. This port town lacks adequate overnight accommodations, so the railbus sets forth from there at the unearthly hour of 5 a.m., arriving at La Vega around noon.

Freight runs are scheduled twice weekly. They leave for La Vega on Mondays and Fridays, returning to Sanchez on Tuesdays and Saturdays. All equipment is of wooden construction, with link and pin couplers and only locomotive braking power.

Seven of the 14 sugar central railroads still keep steam locomotives, but on only three lines can you see them with any regularity. Central Romana, one of only four privately-owned sugar mills, utilizes a standard-gage "fireless cooker" to haul bagasse (sugarcane residue) from the mill to a storage area a mile away. Bagasse is baled like hay, stacked in piles over 100 feet high, and used as fuel in the sugar mills and in the manufacture of nylon and synthetic rubber. It is such a fire hazard that all other engines are barred from the area for fear of a chance spark.

The mill at Boca Chica, less than a mile from the Santo Domingo airport, has six usable steam locomotives as protection for its newly acquired diesels. No. 6, a balloon-stacked 2-4-0 woodburner (Baldwin, 1946), still regularly switches the mill and pier. During the peak of the milling season, an oilburning 2-8-0 also may be used.

A total of ten Baldwin and Porter steamers are held in reserve at the Quisqueya, Porvenir, Santa Fe, and Consuelo sugar mills for use in peak periods. But the prize in active steam belongs to Central Barahona, a big mill 125 miles west of Santo Domingo, where No. 5, a squat, balloon-stacked, 2-4-0T woodburner, helps to unload sugar at the pier while Consolidation No. 7 serves mainline cane traffic. Along with the balloon-stacked 8-spot, now permanently idle, these Consolidations are the Dominican Republic's largest engines. Each can haul 50 to 60 loaded meter-gage cane cars.

The 31-mile mainline run is scheduled most days at 9 a.m. and 3 p.m. from Barahona. Two road diesels usually handle it, but every third or fourth day steam makes the run. Should you arrive on a day when No. 7 is not scheduled, cheer up. The mill manager is fond of this engine and, if possible, will change the afternoon run from diesel to steam.

Without even moving from the mill at Barahona, you can observe another busy railroad alongside that one. It belongs to a government-owned company, Sal y Yeso (salt and gypsum), whose mining operation for years has been

Engines 4 and 5 of La Vega-Sanchez Railroad, Dominican Republic, were built in 1921 by North British, and looked it, except for headlights and cowcatchers. Both were 2-6-2T types. (Above) No. 4 hauls cacao for export near San Francisco de Macoris. (Below) No. 5 takes drink. "Fomento" means government ownership.

One of a pair of outside-frame Consolidations built by Baldwin in 1927 for service at C. Brewer Sugar Company's Juncas mill, in Puerto Rico. They are no longer used.

concentrated in the salt mountain of Barahona, a 10-mile block of almost solid salt, believed to be the largest such deposit on earth. Besides producing over 70,000 tons of salt a year, the company operates a large gypsum deposit at Las Salinas, 20 miles from the port of Barahona. Marble and ornamental rock also are exploited. Five small GE and Davenport diesels move all traffic.

The most remote Dominican railway is a 53-mile banana line, Coddea, located 200 miles from Santo Domingo in the northwest. Originally developed by United Fruit, it was sold a dozen years ago to Purina Co., from which the present owners bought it in 1967. Two Plymouth diesels cover the twice-daily runs. Company headquarters at Pepillo Salcedo are separated from Haiti only by a river. Visitors are welcome at the guest house and can ride the trains free at any time. Unlike the sugar railroads, passenger stops are made at settlements along the line.

AN HOUR by air from Santo Domingo lies Puerto Rico, where all of its 2½ million people speak Spanish but many understand English also. Rail lines, particularly common carriers, fare badly on this island. The American Railroad of Puerto Rico, which circled two-thirds of the island with a main line of 203 miles and 52 locomotives, was abandoned in 1958. Before World War II, Puerto Rico boasted nine public service routes and 30 sugar carriers, with mileages of 346 and 621 respectively. Today there is only one semi-common carrier, the 31-mile meter-gage Ponce y Guayama, plus three sugar lines at Cambalache, Juncos, and Fajardo with about 100 miles total trackage. Seatrain Lines Inc. operates a standard-gage terminal in San Juan with two GE diesels to switch railroad cars sent by ship from Edgewater, N.J.

Seven steam locomotives are left in Puerto Rico, none still active. At Central Aquirre, three Baldwin Consolidations of the Ponce y Guayama are up for sale; their last live operation was early in 1965. The Land Authority of Puerto Rico is storing two serviceable Baldwin 42-inch-gage 2-8-0's at Santa Juana and one Alco 2-8-0 at Pasta Viejo. All three were withdrawn from service only two years ago when the government acquired the C. Brewer Sugar Co. Just west of Santa Juana you can see loco No. 4, formerly of Central Mercedita. She's a 2-6-0T built by Glover Machine Works of Marietta, Ga., in 1925 and well preserved by her railfan owner.

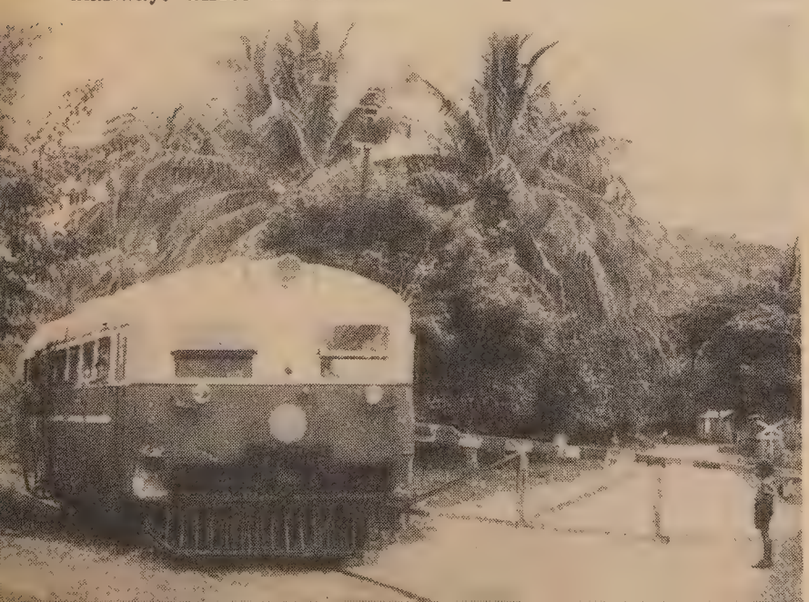
Although these sugar mills no longer use rail operations, you will find scattered gas and diesel engines at Igualidad, Eureka, Rufina, Mercedita, and Machete. Many years ago Puerto Rico Light & Power Co. operated a steam tramway between Rio Pedras and Caguas as well as tramways in and around San Juan. Barely a trace remains. Even one of their trolleys which had been converted to a luncheonette is gone.

A SHORT hop away lie the Virgin Islands, including U.S.-owned St. Thomas, where a cable-car tramway climbs high above Charlotte Amalie's fine harbor. St. Croix, the largest and most level of the group, used to have three small narrow-gage sugar railways, but all are gone.

Our next island destination is St. Kitts, recently designated an associated state of the British Commonwealth. The St. Kitts Sugar Factory, Ltd. operates a 30-inch-gage railway of 36 miles which encircles the island and daily handles 775 carloads of cane each season. Since there are only 650 cane cars, its traffic must move fast.

To keep track of all movements, an imaginative but simple system is employed. The dispatcher sits before a round wooden plaque, about three feet in diameter, on which are painted the 15 loading stations in the order as one passes round the island. Two slotted concentric circles are provided, the larger for outbound traffic and the smaller for inbound. Separate sections at the bottom provide for engines in

Diesel-mechanical railbus 49 on Frankfield branch, Jamaica Railway. These double-truck cars operate on several routes.



One of two Seatrain GE diesels beside the *Seatrain New Jersey* at the waterfront terminal in San Juan, Puerto Rico.

Dispatching system at St. Kitts sugar factory. "TS" stands for train shed.

the factory yard, repair shed, or on the pier branch. Movements are called in by telephone and the little discs, each bearing a locomotive number, are shifted to appropriate spots. The whole operation is handled by 17 diesel and gas locomotives.

A rarity is No. 8, a Buda-powered Plymouth built in 1912 by the Fate-Root-Heath Co. This was the road's original construction engine. It hauled all the material used to build the factory as well as the rail line. Its dominant feature is a huge flywheel behind the engine. An even larger driven wheel set at right angles engages the flywheel by means of a bevel gear which moves along a threaded metal bar snugly bolted to both the driven wheel and the locomotive frame. Placement to the right of the center of the flywheel imparts forward motion; to the left of center moves the locomotive backward.

Speed depends on the driven wheel's position; the farther left or right from the center, the greater the speed. Primitive though it may be, No. 8 is still being operated now and then for track maintenance.

All engines hauling sugar-cane on St. Kitts also tow small water tenders. This helps to protect locomotives from getting unduly scratched by the lead cane car. It also provides the cane-cutters with potable drinking water. The newest engine was renamed *Churchill* at the time of Sir Winston's death. Also in operable condition is No. 16 (formerly No. 5), an 0-4-2T Hunslet built

Four-footed power prevails on Roseau factory branch line, island of St. Lucia. Mule hauls empty banana car.

in 1916. Originally a coalburner, she was converted to oil in 1955, but has not been used for five years. Two other 0-4-2T's (Kerr-Stuart, 1922) sit forlornly in bad shape on a rip track near the sugar pier.

BARELY 60 miles to the east lies the island of Antigua (pronounced An-tee-ga). Because of its compact size (108 square miles), the greatest distance you can travel in a straight line on Antigua is 18 miles. The famous Nelson's Dockyard at English Harbour now serves as a busy anchorage for one of the Caribbean's largest charter fleets. Back in 1805, Admiral Horatio Nelson hid his fleet here. From English Harbour he began the sea voyage which eventually led him to Trafalgar and Britain's greatest naval victory, in which he perished.

The Antigua Sugar Factory, Ltd., stands in the center of the island. Its 40-mile, 30-inch-gage railway has four main branches radiating out from the factory and ten spur lines serving the cane fields. This operation is unusual. From among its roster of nine diesels and one gas locomotive, two or three mixed trains are dispatched each weekday morning and afternoon. Although most passengers are company employees who work in the fields, a goodly number of market women and others take advantage of the free ride to different parts of the island.

Another feature is the occasional use of steam power for taking bagged sugar over the five-mile branch from the mill to the pier at St. Johns. Of seven steam locomotives on the premises, four are operable. They have a modified stubby diamond stack and carry names as well as numbers. Inasmuch as the railroad has passenger cars, Dennis Henry, the mechanical superintendent, is thinking seriously of running steam trips for tourists. Meanwhile, he is happy to oblige with "rent a train" service. Given a day's notice, he will fire up either of his 0-4-2's: *Julie*, No. 3, or *George*, No. 5. He charges $10 for trips around the mill and yards.

FLYING southward for 60 miles, we encounter the lovely French island of Guadeloupe, which is really two islands, shaped like a butterfly. Only four sugar centrals here are still served by rail. All are located on Grande Terre; total mileage is about 40. Diesel or gas locomotives are employed exclusively, but you can see on display an 0-4-0 steamer, exactly 100 years old, acquired in 1868 by a sugar company from J.G. Cail et cie., French locomotive builders.

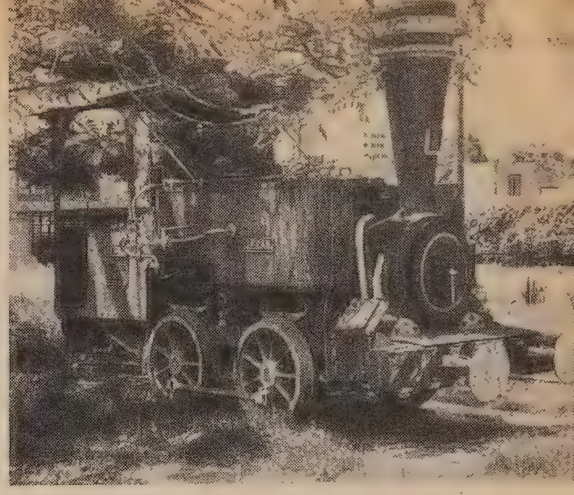
And now a hop of 120 miles brings us to Martinique, the second major outpost of France in the Caribbean. This historic isle was the birthplace of Napoleon's Empress Josephine. Towering above most of the terrain is 4,800-foot Mont Pelee, the now-extinct volcano which destroyed the old capital, St. Pierre, and took about 40,000 lives when it erupted in 1902. Today the capital is Fort-de-France, a modern city with newspapers direct from Paris. It attracts many tourists.

Martinique has no public service railways, but five sugar centrals still boast rail transport over a total of about 70 miles, all operated by small diesels or gas locos. American builders are well represented there, although the added continental-style buffers give them an unusual look. Steam has long since left the scene, the only relic being an old 0-6-0T at Usine Vauclin. The area near the water tank on her left side is screened with wire mesh for chicken coops.

Those fans who find the female sex intriguing should note the way Martinique girls, most of them quite pretty, tie their colorful madras turbans. Their method has a code of its own. If only one point of the turban shows it means that the young lady's heart is free; presumably she is approachable. Two points indicate she is "going steady" with one man. Three points, she is sympathetic. Four points, her heart is occupied but not entirely.

VISIBLE from Martinique on a clear day is the nearby British island of St. Lucia. Planes to St. Lucia arrive at either Vigia Airport, adjacent to Castries, the capital, or Beane Field, a jet base at Vieux Fort, site of the island's original capital. This is a charming mountainous isle. Light railways that haul bananas thread three of its major valleys. These railways are worked primarily by mule power, although three diesels have just been acquired. The gage is 3-foot, total mileage about 35.

Each "train" generally consists of three cars loaded with bananas, but mules on the smaller branches may haul only a single car at a time. You can see great activity and confusion in the factory yards. Some mules are being uncoupled to be watered and fed while others assist in making up trains of empty cars to be sent back to the fields. Because of the limited number of passing sidings, trains usually arrive three or four at a time and are dispatched from the factory in much the same manner.



Oldest engine in the Caribbean area is this 0-4-0T inside-connected kettle built in 1868, now displayed on Guadeloupe.

BARBADOS, a newly independent nation southeast of St. Lucia, no longer has a railway. Back in 1881, a 42-inch-gage common carrier was built from Bridgetown to St. Andrews over a 24-mile route. Bad weather destroyed much of its coastal section in 1896. A commission recommended that the gage in rebuilding be reduced to 30 inches; so in 1898 this was done, and five new engines came from Baldwin. Two of the previous locomotives were sold to the west coast Demerara Railway, then being built in British Guiana.

In 1916 the government bought the Barbados Railway and operated it until 1937. Boasting nine steam engines, the road carried over 70,000 passengers a year at its peak. Nothing remains today but the number plate of engine No. 1, mounted on an outside wall of the Barbados Museum, and a coach parked not far away.

WE NOW come to the southernmost island of Trinidad, which, with Tobago, was granted independence from the British in 1962. This is the Caribbean territory which gave the world the steel band, the Calypso, and the Limbo. As a melting pot, its flavor is unmatched by any other island and it has overtones of Spanish, African, Chinese, Indian, British, Lebanese, and South American cultures.

There is no Sunday rail operation here, but 28 weekday passenger trains run in both directions between Port of Spain and Tunapuna. Although the government, by buying and operating several dozen buses, killed off rail passenger service elsewhere on this island, the average 6,000 daily riders from Tunapuna are more than buses alone

Newly-renovated for display in a park, 0-6-0T engine "D" is towed by 2-8-0 No. 42 at Port-of-Spain, Trinidad.

could handle. Several morning and afternoon runs carry so many pupils that they are called school trains.

Most consists are moved by one of nine 380-hp. GE diesels (including five ex-New Haven units) or by one of two rail diesel car sets. The drastic cutbacks in 1965 made most of the steam power surplus. Twelve of the 16 engines are now parked at St. Joseph while three stand idly at Port-of-Spain and the other, No. 11 (Kitson, 1895), is displayed in San Fernando. With the further exception of 0-6-0 engine "D," built by Hunslet in 1914 and slated to be preserved in a park, all Trinidad steamers came from Montreal Locomotive Co.

Frequent breakdowns of the decaying diesel fleet have kept Ten-wheeler No. 27 and Consolidation No. 42 in regular service. Those two alternate each week in making three passenger trips a day. Steam power is scheduled out of Port-of-Spain at 6:10 a.m. and 1:05 and 5:30 p.m. Return from Tunapuna is made at 7 a.m. and 2 and 6:15 p.m. (An extra run only to San Juan, ten minutes away, is scheduled at 7:45 a.m. from Port-of-Spain, with return at 8:05 a.m.).

Time en route varies from 32 to 37 minutes, depending on meets. The engine runs backward outbound, but couples to the other end of the cars at Tunapuna and returns front end first. The government aims to end all rail traffic so it is doubtful that steam will be used after next year.

Trinidad has one other railroad, that of the Caroni, Ltd., sugar company, which absorbed the rail facilities belonging to Usine Ste. Madeline and now operates 80 miles of line with 19 diesel or gas locomotives. One oddity at their shops in California town is a steam-powered rubber-tired tractor consisting of a tank locomotive boiler mounted on a truck trailer chassis.

Like Trinidad, Curacao lies just off the coast of Venezuela. For many years it had a tramway at Willemstad, the capital city. Built in 1884, the line was operated by mules until motor-powered tramcars were introduced in 1911. The latter were essentially buses on rails; and by the mid-twenties rubber tires replaced the flanged wheels. The only other rail facility on this Dutch possession is that of the Mijnmaat-Schappij Phosphate Co. at Newport, which uses small railed trucks on an endless-chain system to move phosphate ore to the processing plant about a mile away.

No. 42, shown also above, awaits time for departure from Tunapuna, Trinidad.

FIFTY miles south of Curacao is Venezuela, on the northeast mainland of South America. Here railroading is rather bleak, the only common carrier being the 108-mile Puerto Cabello-Barquisimeto line, which the government inaugurated in 1959. Sleek Fiat diesel railcars supply its only passenger service. Freight power and equipment are equally new.

This is the nation's first standard-gage state railway. It connects an agricultural region with the third largest port. Its construction was to have been the first link in a chain of 2,500 miles of railways contemplated in the National Transportation Plan of 1954. Unhappily, the Venezuelan Government has scrapped all such plans and is gradually dismantling or abandoning its existing lines.

Last to go were the two largest common carriers. Service was suspended at the end of December, 1966, on the 42-inch-gage Grand Railway of Venezuela, 111 miles between Caracas and Valencia, and on the steam-powered meter-gage Tachira Railroad, 75 miles from the Colombian border to Encontrados. Altogether in the twenty years since 1947, fourteen state railways, totalling 625 miles, have been abandoned. In the same period, four privately operated rail lines, 84 miles, also ceased service.

In the 1950's, two major non-common carriers were built to work the rich iron ore deposits south of the Orinoco River. The first was a 34-mile railway from the El Pao mines to Palua on the river, completed in 1951. Then

Train seen in lower photo on page 24 heads for Port-of-Spain.

One of two sets of rail diesel cars used by Trinidad Government Railways between Port-of-Spain and Tunapuna to supplement steam and diesel trains.

came a 90-mile railway from Cerro Bolivar to Puerto Ordaz. These two mines are owned by Bethlehem Steel and U.S. Steel respectively; their iron ore reserves are estimated at two billion tons! Both railways are powered by heavy-duty diesels.

Other rail activity in Veneuzela is provided by the Port Authority of La Guaira, seaport for Caracas. Intraport movements are handled by small, badly-maintained Davenport diesels. At the machine shop is an old 0-8-0 steam switcher, together with a small 0-6-6-0 Mallet which in former years battled the grades from La Guaira to Caracas. The Mallet remained in use even after 1928, when the line was electrified, only to be retired with the road in 1951.

A visit to the Caracas shops of the now-defunct Grand Railway of Venezuela still produces surprises. Engine B.9, a German 4-4-4T built in 1888, has been smartly reconditioned prior to display in the city. She came from the old Puerto Cabello-Valencia Railroad, whose most noteworthy feature, until abandonment in 1957, was a three-mile section of 6.5 to 8 percent grade worked by rack locomotives. Also out in the open are engines 1 and 2 of the Port Authority of La Guaira. These chain-driven 0-4-0 Sentinel steamers of 3-foot gage were bumped out of service by diesels only four years ago.

You can also take a five-mile-long aerial trip by cable car (*teleferico*), the world's longest, from Caracas over the top of the 7,000-foot Mount Avila and down to the Caribbean seaside at Macuto. Atop the mountain, halfway point of the ride, is a recreation area.

Streamlined, self-propelled train on Puerto Cabello-Barquisimeto line, Venezuela.

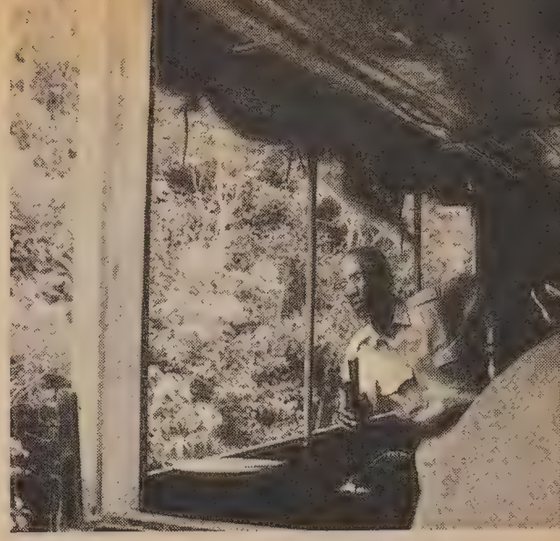
THE NEW nation of Guyana to the southeast shares a disputed border with Venezuela. Formerly called British Guiana, it is one of the largest of all bauxite producers. The government's Transport and Harbours Department operates the nation's two common carrier railroads. The main line is the standard-gage, 61-mile East Coast Railway from the capital of Georgetown to Rosignol. Nine passenger trains from Georgetown are scheduled on weekdays, three of which go the whole length of the line. Some stations bear curious names such as Bachelor's Adventure, Two Friends, Expectation, Ogle, Good Intent, Now or Never, and Rebecca's Lust. Since last year, the through runs have been exclusively diesel-powered, due largely to Canada's gift to Guyana of two 1200 hp. locomotives. These engines were turned out by Fairbanks Morse in December, 1966, at Kingston, Ont., and are among the very last locomotives built by that company.

On local passenger runs as far as Mahaicony, half the distance from Georgetown, most of the service is still steam-powered. Three rather unusual 4-6-4 tank engines built by Hunslet are usually in steam. Lacking facilities for turning on line, the locomotives run backward on the return trips to Georgetown. All bear the names of former British managing directors. The railway's favorite, however, is 0-6-0 switcher No. 36, named *Donkey*, which was assembled in 1946 at the company shops and still works the Georgetown freight yard and pier.

Local mixed train prepares to leave Onverwacht, Surinam (formerly Dutch Guiana) behind 0-4-0 steam dummy woodburner No. 3, built in 1904.

Veteran of service on Venezuela's Puerto Cabello-Valencia line, German 4-4-4T will be exhibited in a Caracas park.

Belgium-built 0-8-0 in use on 4-foot-gage line at Marienburg sugar mill, Surinam.



Surinam *Landsporweg* (railway) engineer operates an 0-4-0 dummy, built in 1904, similar to that shown on opposite page; his cab seems to be roomy.

Across the Demerara River from Georgetown, the 42-inch-gage West Coast Railway meets the ferry at Vreed-en-Hoop and runs 19 miles to Parika. There a boat connection is made to the north coast town of Adventure. Steam vanished in 1955. Eight tiny diesel-mechanical locos now handle all runs. Passenger trains meeting the boats are expresses; the others are locals.

Sixty miles upriver from Georgetown lies Mackenzie, second largest town in Guyana, where a huge bauxite company operates the 3-foot Demba Railroad. Although used mainly for hauling ore, the road offers passenger service three times daily to Montgomery, 8½ miles away, and four times weekly over the 38 miles to Ituni for connection by steamer to Georgetown. Across the river from Mackenzie you can see traces of the steam-powered, 20-mile, logging road from Wismar to Rockstone, now abandoned.

Near the extreme north-central border with Venezuela is a remote 32-mile line of the Manganese Mining Co. You can't get there except by boarding a company plane at the Georgetown office. Two small sugar estates, Blairmont and Lusignan, also have rail systems; their trains carry only passengers, free of charge, but not cane.

Last stop of our Caribbean journey is made at Surinam, once called Dutch Guiana. It is nestled between the former British Guiana on the north and the still almost totally undeveloped French Guiana on the south. Surinam is about the size of Florida. Originally discovered by the Spanish, it was settled by the Dutch and later invaded by the English. At the Treaty of Breda in 1667, the Dutch formally surrendered Manhattan (now part of New York City) to the British in exchange for Surinam.

Today, because of the importation long ago of slaves from Africa and

Cords of wood making up a week's supply of locomotive fuel are loaded onto the weekly wood train of Surinam railway.

Marienburg Sugar Estate 0-4-OT is displayed at New Amsterdam, Surinam.

later indentured laborers from China, India, and Java, the population of Surinam is a mosaic of many racial groups. The creole women wear a *kotto missie*, a billowing dress of brilliant colors and floral patterns topped by a kerchief. Using over twenty yards of material, the shapeless costume was devised originally by jealous wives of slave-owners to hide from their husbands the enticing figures of young slave girls! Those ladies must have had a pretty good idea how far their lusty husbands could be trusted out of their sight.

Surinam has just one common carrier railway, run by the government and called simply *landsporweg* (railroad, in Dutch). It was built to open up some gold areas at Dam, 107 miles from the capital, Paramaribo; and until the early 1950's the weekly passenger train was called "the Goldfield Train." The decline in gold-mining plus the need of bauxite companies to develop hydro-electric power by creating a large artificial lake on the Surinam River led to the abandonment of 24 miles from Dam, in 1945. Later the 20-mile section from Paramaribo to Onverwacht was dismantled. Another 10 miles on the far end from Kabel to Brownsweg was given up in 1964. Today only 54 miles is being operated.

The railway has six serviceable steam engines, all woodburners, four being 0-4-0 steam dummies acquired when the line was built in 1904. For several years tramway service was provided in Paramaribo, hence these very unusual engines. A steam passenger train runs Tuesdays and Fridays from Onverwacht, returning Wednesdays and Saturdays from Brownsweg. As the steam dummies are too light for these runs, engines *Para* or *Dam* are usually assigned. For extra runs or freight service a Borsig dummy is used.

Traffic once averaged 450,000 passengers a year but is now less than 50,000. Lack of access to the piers at Paramaribo has lost the railroad all the aviation gasoline traffic which it used to haul 30 miles to the Zanderij international airport, but a little timber is still moved by rail. Railfans desiring to ride behind a steam dummy can board the once-a-week wood train 22 miles down the track from Onverwacht, company headquarters, to a spot where wood is loaded onto cars to supply the railroad's fuel needs for the coming week. The Surinam Railways management will gladly oblige you by throwing a couple of logs into the firebox, on request, and running one or more locos around the station yards, so that you can take pictures.

Also near to Paramaribo is a rail system belonging to the sugar factory at Marienburg. Two 4-foot-gage heavy 0-8-0's run regularly, and a small 0-4-0 is on display at the New Amsterdam open-air museum. Elsewhere, Alcoa operates 16 small diesels in bauxite service at Billington and Moengo, which should interest diesel fans.

And that winds up our tour of the glamourous Caribbean area, with special emphasis on its railways. The lush tropical islands and the palm-fringed South American mainland down there are waiting, beckoning, and inviting you to visit them, as I did on several occasions, with a camera.

***Sir Graeme*, pictured at Enmore, Guyana (formerly British Guiana), is one of three 4-6-4T Hunslet locos. She was built in 1923, carries road No. 31, and is seen in passenger service.**

This cross between a stock car and a side-door caboose is for transporting horses on East Coast Railway, Guyana.

Baldwin 2-8-0 No. 5 of Boca Chica Sugar mill, Dominican Republic, with train of sugar cane cars and auxiliary water tender.

American-style rail diesel car of Jamaica Railway Corporation on the scenic line to Montego Bay.

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 ***When was the operation of New York's Manhattan elevated lines most extensive?***

From 1920, when the Webster Avenue extension north of Fordham Road, in The Bronx, was opened, to 1924, the year of the closing of the Harlem River shuttle from 129th Street to the New Haven and the N.Y., Westchester & Boston station at 132nd Street, and the Forty-second Street shuttle from Third Avenue to Grand Central Terminal.

2 ***I know that four U.S. Presidents were employed by railroads at various times, but did any ever work for a city transit line?***

Not that we know of. But in 1855, when Chester A. Arthur, our 21st President, was a young lawyer, he argued a case of some importance, representing a Negro woman who, because of her color, had been ejected from a Brooklyn, N.Y., streetcar. Mr. Arthur not only won an award of $500 (a lot of money in those days) for his client, but also earned for all Negroes better treatment on New York's public transportation.

When President Grover Cleveland was Governor of New York State, the New York City elevated railway, controlled by Jay Gould, charged a 5-cent fare during rush hours and 10 cents in off-peak periods, including Sundays. The legislature passed a bill designed to make the 5-cent "el" fare apply at all times. Although Mr. Cleveland was no friend of Gould, he vetoed the bill on the ground that reducing the fare without a careful examination of the company's finances would violate the right of contract protected by the first amendment to the U.S. Constitution. Later, the fare was made 5 cents at all times.

Young Theodore Roosevelt, as a member of the New York State Assembly, refused to support efforts to limit the work day of horsecar drivers to 12 hours. Afterward, as Governor, he prodded the Assembly into taxing the franchise of street railway companies which, by that time, had converted to electricity. This was considered his most notable achievement as Governor. It won nation-wide attention and was partly responsible for his nomination for the vice-presidency on the Republican ticket, in 1900. When he was President, in 1902, a trolley car slammed into T.R.'s carriage at Pittsfield, Mass., which confined him to a wheel chair for weeks.

3 ***Were any New York Central Hudson-type locos preserved?***

As far as we know, all were scrapped.

4 ***Which state has the most railroad route-mileage?***

Texas, with more than 14,000 miles. Illinois is second, about 11,000; Pennsylvania third, 8,500; and Iowa fourth, 8,300. Ohio and Minnesota have about 8,000 miles each. California, now the most populous state, has about 7,500 miles, and New York, about 5,700.

5 ***What cities in the U.S.A. still have trolley lines?***

Boston, Philadelphia, Pittsburgh, Newark (N.J.), Cleveland (Shaker Heights Rapid Transit), El Paso, Fort Worth, New Orleans, and San Francisco. This refers to transit lines only, not museum lines or trolley freight operations. The Fort Worth line, originally intended as a feeder to Leonard's Department Store from a parking lot, is included because it is used as a transit line and rumors are heard that it may be incorporated into a future Fort Worth transit subway system.

6 ***It is well known that the Pennsy's Horseshoe Curve is on the main line near Altoona, Pa., but where is the Muleshoe Curve?***

That smaller version of the "Horseshoe" is on the New Portage branch south of Horseshoe Curve, about 8 miles west of Hollidaysburg and about 2,400 feet long. Its sharpest segment is 9 degrees, 13 minutes of arc. Difference in elevation between east and west ends is only 31 feet, the west end being the higher, whereas the ends of Horseshoe Curve differ in elevation by 122 feet.

7 ***What was the consist of the 1947 General Motors "Train of Tomorrow"?***

A single type E-7 diesel streamlined loco, and four cars, each with its own diesel-engine-driven electric generator and each having an "Astra Dome": the 72-seat, 3-room chair car *Star Dust;* the diner *Sky View,* with table seating for 18 in the Astra Dome, 24 in the main dining-room, and 10 in a private dining-room; the sleeping-car *Dream Cloud,* with 3 compartments, 2 drawing-rooms, and 8 duplex roomettes in addition to the seats in the dome; and the observation-lounge car *Moon Glow,* with 2 cocktail lounges, a writing-desk, telephone service, and round-end observation section. The train toured the country as a demonstration of coming attractions in long-distance pasenger service.

8 ***Do you know anything about an engineer who wrote his own epitaph in verse?***

No, execpt that he was a 28-year-old hogger, name unknown, who wrote it while dying from a wreck on the road he worked for, Chicago & Mississippi (now part of the Gulf, Mobile & Ohio). Here is the epitaph:

My engine is now cold and still;
No water does my boiler fill;
My coal affords its flame no more;
My days of usefulness are o'er.
My wheels deny their noted speed;
No more my guiding hand they heed.
My whistle—it has lost its tone;
It deep and thrilling sound is gone.
My valves are now thrown open wide,
My flanges all refuse to glide.
My puff—alas! though once so strong,
Refuses its aid in the busy throng.
No more I feel each urging breath;
My steam is now condensed in death.
Life's railway o'er—each station past
In death I'm stopped, and rest, at last.

9 ***I understand plans are being made for the centennial of our first transcontinental railroad next May 10th. Was a celebration held on the 50th anniversary?***

Yes, at Ogden, Utah, on May 10, 1919. More than 1,000 men and women who had taken part in building the line during the 1860's are said to have

attended. A commemorative book, *Building the Pacific Railway*, by Edwin L. Sadin, published by J.B. Lippincott Co., told the story. We will give specifics of the 1969 celebration when they are announced.

10 ***Aside from Canadian National's railways in Newfoundland, are there any other 42"-gage lines in Canada?***

We know only of the Grand Falls Central, Grand Falls, Newfoundland, with 22 route miles and four diesel locos. There is also the Pinafore amusement railway at St. Thomas, Ont. Does any reader know of others?

Running Extra

Photos and information, especially unpublished, on the old Mount Gretna Narrow Gauge Railroad in Pennsylvania are wanted by Thomas R. Ebright, 2 Peabody Terr., Cambridge, Mass. 02138. He is researching on this line, which was owned by the Cornwall & Lebanon and operated from 1889 to 1915; will pay for material he can use.

"Does every switch key have a railroad's name on it?" asks Mrs. Robert Carter, 42 New St., New Milford, Ct. 06776. "I have some keys which look like switch keys but have only numbers on them. If they are not switch keys, what were they used for? They were acquired from an engineer."

Information on railroading on the Delmarva Peninsula (Delaware, Maryland, and Virginia, east of the main part of Virginia) is sought by David M. Dimes, Sr., Bridgeville, Del. 19933.

"In 1964, there were two standard-gage steam locos about four blocks from the waterfront in Seattle, Wash.," writes F. W. Brannan, Jr., USS Putnam, DD757, FPO New York 09501. "To whom did they belong, and what happened to them?"

Request by Leonard Gordy (Sept. issue) for information on an obscure wreck in New York State's Catskill Mountains brought this reply from A. Gibson Hague, Penrose Park, Tannersville, N.Y. 12485: "That wreck was on the Catskill & Canajoharie, in 1840. The line was formed in 1838 and operated for about two years. When a bridge collapsed under the weight of a train at High Rock, near Durham Center, the line's only engine was demolished, and the company couldn't afford to rebuild." For motorists and hikers along Route 145, a state historical marker in front of the Durham Center Museum indicates the wreck site.

Nacionales de Mexico 4-8-4 No. 3038 is about to enter Barrientos tunnel, north of Mexico City. This is same loco in same place as on our November cover.
Photograph by Michael A. Eagleson

"In 1934," writes R. F. Corley, 490 Alburtus Ave., Peterborough, Ont., Canada, "Canadian National 2-8-0 No. 2727 was wrecked in a lake in western Canada, and was never recovered. Official records have been destroyed. Who can supply the details?

A recent question about a T&E trolley car seen near Toledo, Ohio, drew this reply from Kirk F. Hise, 510 West St., Genoa, Ohio 43430: "This is Toledo & Eastern No. 41, which has been preserved by a friend of mine, Dr. Sterling King, who is interested in electric traction. The 41 was built about 1906 as an express motor for the Toledo, Port Clinton & Lakeside, which later became part of Ohio Public Service. In 1944, car 41 was involved in a head-on collision and was rebuilt as it is now: half cab and half flat. About 1946, the OPS was torn up, and the T&E operated the remaining 9 miles out of Toledo until it was abandoned in 1956. The 41, along with motors 80 and 81, the line cars 50 and 90, were left at Curtice, Ohio, when the T&E was torn up. Eventually, all were sold for scrap except that 41 is saved."

"Some months ago I passed the Consolidated Western Steel Co. yard in this city," writes Joel Duroe, 5153 Rockland Ave., Los Angeles, Calif. 90041, "and noticed New York Central diesel loco No. 8097 standing on a track in the yard. What was it doing there?"

Wanderlust is a characteristic which, once acquired, never seems to be entirely repressed. Jack Cothren, 4262 Coventry, Memphis, Tenn. 38137, writes that he and a friend have developed a flair for travel, hobo style, as a week-end pastime. "I am wondering who else practises this old art? Are there any hobo clubs?" We don't know of any. Most hoboes seemed to like to travel alone, unencumbered by anyone else who might restrict their liberty. Still, with the ranks of hoboes apparently dwindling, those who are left might want to form an organization to preserve their way of life. Hoboes of the world, unite! You have nothing to lose but your trains!

Photos and facts on Canadian National's experiments with steam turbine locomotion are sought by Larry Lineman, 4596 John St., Vancouver 10, B.C., Canada.

"I am interested in the old Alcolu Railroad, which ran near my home in Clarendon County, S.C., 1902-29." writes Franklin G. West, Jr., 30 Shangri La Lane, Middletown, R.I. 02840. "Very little info. seems available about the equipment of this road and the disposition of it when the line folded. I have traced the line on foot and have made many enquiries, but to little avail." Perhaps other readers interested in this line can supply the data.

Photographs of the Month

For many years Long Island Rail Road has been the nation's only Class I line which derives more revenue from passenger traffic than from freight. While so many other roads are eliminating passenger trains, LIRR finds it can improve its service by acquiring their surplus passenger cars. Last year it bought 15 New York Central streamlined cars and converted them to commuter coaches; now it has bought 15 coaches from Kansas City Southern and has put them into service on diesel-drawn trains between Jamaica and Montauk. These cars are still in their KCS paint (pictured above, at Jamaica).

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Union Pacific's first diesel streamliner was M-10001, shown here when new in 1934 on New York Central tracks at Mott Haven, The Bronx, New York City. Railroad officials were inspecting it before displaying it to the public in Grand Central Terminal.

Dr. Morton Milsner, 2420 Sedgwick Ave., Bronx, N.Y. 10468

Photo by William T. Morgan, 1449 Linhart Ave., Fort Myers, Fla. 33901

Former Lee-Tidewater Lumber Co. 2-6-0 No. 7 is no longer in use, but steam fans still can get steamed up over Pat Swavely, "Miss Fort Myers Beach" of 1968, who lives at 1401 Santos Road in the Florida town she helps publicize. She is the granddaughter of a Reading RR. steam fireman.

Chesapeake & Ohio is putting into service 100 new blue and yellow cabooses with electric lights and saddle-type cupolas.

Both standard- and narrow-gage steam locos use this engine facility at Regua, Portugal. Edifice just beyond the wall is familiarly known as the "Cathedral of Steam", since it is frequented by the engine crews from the terminal.

Photograph by Michael A. Eagleson

Interesting Railfans No. 72:

MICHAEL A. EAGLESON

By Freeman Hubbard

Photograph by John Briggs

THE SADDEST day in Mike Eagleson's life, he tells us, was a rainy Saturday in December, 1957. Clutching a plastic Brownie camera and one roll of film, the 14-year-old lad had gone to Bay Head, N.J., with his father for the sole purpose of photographing Pennsy steam engines, only to learn, to his dismay, that the system had taken the last of its steamers out of service three weeks before!

Born July 11, 1943, Mike has always lived within a mile of the old Erie Railroad and the old Delaware, Lackawanna & Western (now merged into the Erie Lackawanna). His present address is 286 Washington Street, Glen Ridge, N.J. 07028. As a small boy, time without number he walked over to the tracks to watch the steam commuter trains, fascinated by the bark of locomotives getting started and their billowing smoke clouds. However, the subject of his first railroad photo, snapped at New Haven, Conn., when he was eleven, was an electric engine. Unlike some railfans, Mike still has all his early negatives filed away.

"In those days," he recalls, "I hadn't seen either *Railroad Magazine* or *Trains*, so I really had no standards to go by, resulting in rather poor work."

As he grew older and was reading those two magazines, he became increasingly devoted to steam power and obsessed by a desire to preserve its memory with high-quality negatives, slides, and movies. Although he came into the world too late to record steam in its heyday, Mike has won considerable success. Three of his color-shots adorn 1968 *Railroad* covers (this issue, last month, and July) in addition to his black-and-whites inside our magazine and in various books, calendars, and record covers. Nearly fifty Eagleson photos appear in *Steam in the Sixties*, by Ron Ziel and George Foster, and even *The Railroad Caboose*, by William F. Knapke, has two of his views of crummies on steam trains.

Says Ron Ziel: "I had been seeing Mike off and on for years before I really met him. It could be almost anywhere a steam train was running in the early 60's, such as a line-up of photographers during a run of Union Pacific 844 in Wyoming. I remember seeing him jump out of an auto, dash up to a highway overpass, snap one of George Hart's 1200's on the Western Maryland, and then race off to the next location. To help meet expenses, he'd sell photos wherever he could. Like the late Lucius Beebe and other steam *aficionados*, myself included, Mike Eagleson is definitely not of this era. I happened to tell him at a banquet of the Lehigh Chapter of NRHS that 90 percent of my interest in railroading revolved around steam, and he retorted that *all* of his interest was steam."

Ten years ago, while visiting Niagara Falls with his mother, Mike had his first ride in an engine cab, a Canadian National bullet-nosed 4-8-2, of which he says: "I will never forget the thunderous noise, the shaking, the cinders, and the excitement of passing other steam trains."

That first-hand introduction to big steam in regular service fired his youthful imagination. Since then he has been dedicated to the camera-pursuit of the vanishing steam locomotives. "Steam or nothing," is his motto. Call it narrow if you will; that is Mike's viewpoint and he is proud of it.

"I have a select circle of friends among the top steam photographers currently active," he states. "We know what we want and how to get it. General rail photography, even at its best, means little to me. I have traveled in seven countries so far just to photograph steam and have run steam engines in most of them. It is a great thrill to be actually running a giant steamer and have her respond to your touch. The biggest locomotive I ever handled was a 4-8-4 on a freight train in Mexico. Twice I was offered the opportunity of running a diesel, but each time I declined, as I didn't want to spoil my record. I couldn't care less about diesels, passenger trains without steam, or what happens to dieselized railroads."

In short, Mike is a fine specialist. His strong opinions and the way he voices them lift him out of a crowd. He has an average build, hazel eyes, dark hair, and average height. His first paid job as a kid was cutting grass for neighbors. Later, he worked one summer for Lionel Trains, answering questions by mail from customers who had written in for information under the impression that the Lionel Corporation was an authority on railroads.

Like his father, Mike is an artist. At age five he won first prize in a radio painting-contest and later, in grade school, he outranked his fellow pupils in annual poster-painting competitions. He is a 1968 graduate of the Parsons School of Design, a senior at New York University, and a part-time em-

Mike was 14 when he took this shot of No. 206, "Russian" Decapod on Gainesville Midland, at Gainesville, Ga., two days before railroad's last steam run.

ployee of several New York photographers, assisting them in shooting and darkroom work. Upon completion of his formal education he will enter the graphic design field. His judgment of pictorial values is excellent. We wish it were possible to have him as a pictorial editor on the *Railroad Magazine* staff.

For two years Mike was an Erie Lackawanna agent-operator, temporarily replacing men who were sick or on vacation, selling commuter tickets, and guiding trains with manual block signals and bells. During this time he was also taking college courses at night.

"I made good money at this job," he recalls, "which helped to pay for my first new car, several major steam trips, and part of my education. But it was disillusioning. Most railroaders I met regard railfans as nuts. The great days of steam power and Morse telegraphy leave them cold. Ask one of them a question about those days and he'll treat you like an oddball. They're middle-of-the-roaders, working merely for pay and seeking job security. In due time they will retire on pension without ever once having fallen in love with railroading."

One exception to this charge is Robert F. Collins, an Erie Lackawanna train dispatcher with deep feeling for the steam age. Bob contributes his steam photos occasionally to our magazine. In his judgment, Mike ranks with the best of present-day rail photographers, partly because of his technical training received from Gordon Roth, himself a distinguished cameraman.

"Since Mike came along almost too late for mainline steam in this country," Bob opines, "I think he envies the oldtimers like myself. He and others like him would give almost anything to have seen the sights that to us were common everyday occurrences."

A New York lawyer, who has supplied us with some good pictures but prefers to be anonymous, has made many steam-searching trips with Mike Eagleson, including two European tours and numerous week-end jaunts.

"Mike is 'hard core,'" he says, using Mike's own definition of "hard core" as being willing to sleep under a locomotive tender in the rain if necessary to get pix. "Like myself, he devotes considerable money and energy to the pursuit of steam. Often short of cash, Mike will travel third class and do without food or lodging to take pictures. His artistic sense keeps him from being 'arty' just for the sake of being different."

Mike knows what to look for; he

In love with steam power, Mike Eagleson has been taking railroad photos for more than thirteen years, now, touring seven countries with a camera. The above portrait, made on February 22, 1960, shows him posed in front of a Royal Hudson type of the Canadian Pacific in Glen Yard at Montreal.

British Railways in '66; Jubilee-class 4-6-0 *Ulster* leaves Wakefield.
These three photographs by Michael A. Eagleson

On RENFE (Spanish Railways) last May 31st two dissimilar Mountain types were ready to pull a passenger train out of Miranda de Ebro, when the picture was made.

Mike succeeds very well with dramatic night shots, such as this one he made last January 4th of Baldwin-built locomotive No. 473, 141 R, of SNCF (French National Railways) getting her fire cleaned at Calais, France, after a long run.

doesn't just shoot pictures. Says he: "I am interested in engine portraits showing the overall design of the locomotive, smoky action shots of engines and trains, with scenery to make the view exciting and unusual, and creative views, carefully thought out and with a purpose, unlike some of the so-called creative shots in *Trains* magazine that are blurred without reason or otherwise badly taken."

He believes that *Trains* should concern itself more with the fans rather than company officials, advertisers, and diesel manufacturers, but he admires its coated stock and fine printing. He favors "the traditional policies of *Railroad*, its full-color covers, and the interest it shows in steam and railfans," but he wishes that all of its details were accurate.

"One of Mike's desirable traits," Ron Ziel tells us, "is his striving for perfection. His photographic prints are superb. When we were doing the darkroom work for *Steam in the Sixties* he would make six or seven prints of one negative before he was satisfied. He has made as many as a dozen prints of a single negative to gratify his taste for perfection. Furthermore, Mike is a gentleman and very polite, especially to women. He and I have double-dated and it went smoothly. I think he will cover a lot more of the steam world unless some girl gets him."

Mike comments with a grin: "Most females seem to be prejudiced against the railroad hobby. Long ago I learned, the hard way, not to mention to a new girl friend that my favorite pastime is touring the globe to photograph steam locomotives. This seems to register in the feminine brain as a bad bet. Actually, a girl should prefer a man who chases trains rather than other women. I would never marry a woman who wouldn't give me complete freedom to travel as I wish on behalf of my hobby. Besides, I would like my wife to go along with me and enjoy the foreign places she might never see if she weren't married to an international railfan."

Mike plays the piano expertly, ranging from 1930 supper-club style music to less sophisticated honky-tonk barroom stuff.

"On our first trip together down south to chase steam engines," Bob Collins recalls, "as we drove through the night, he kept right up with me singing old songs which helped to keep us awake at the wheel. One evening in a Roanoke theater the organist let him play the Wurlitzer pipe organ there for

about an hour before the show, and I might say Mike did very well."

Besides his library of steam locomotive books, Railfan No. 72 has a nice display of builders' plates, number plates, whistles, headlights, other hardware, and a sizeable lot of prints. He also has a specialized record collection of old 78-rpm songs of the 1920's and '30's, but cares very little for television. He says he spends only about ten hours a year watching TV, mostly documentaries and commercials, the latter because of his interest in graphic design. He is a sergeant in the U.S. Army Reserves, which takes up some of his week-ends and two full weeks each summer. Like most railroad buffs, he never smokes.

"I don't care what cigarette users do to their own health," he says vehemently, "but I abhor the smell of tobacco smoke and in this respect too many smokers are selfish and rude."

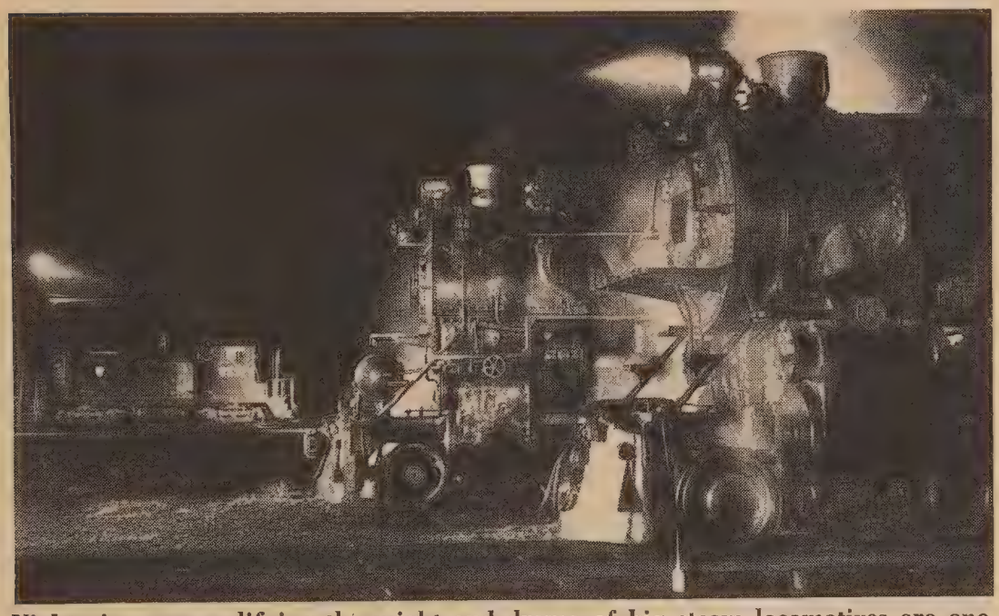
Answering a question about what he does when things start ganging up on him and he feels depressed, Mike says: "I stop what I'm doing and turn to something I enjoy more, such as looking at my slides, negatives, or movies, reading a favorite steam book, or playing the piano. Or, I might go into the darkroom to make some big prints. I do my own developing and printing."

Mike makes great personal sacrifice in his quest for pictures. He has often slept in railroad depots like a common vagrant, struggled alone with foreign languages and currency, eaten food he wouldn't give to an animal, sometimes only one meal a day, and gone for days at a stretch without getting a room in which to clean up and get some decent rest; and he has no time for the soft breed of railfan who lacks this dedication to his hobby.

"To get better pictures," he admits, "I have put eccentric rods back on locomotives and have fabricated wooden main rods, number plates, or builders' plates and have fitted them to engines that didn't have them, remembering, of course, to paint the imitation parts so they would match. Also, I have painted actual number plates and builders' plates to make them photograph better, and have wiped down engines literally from coupler to coupler, and replaced glass in broken headlights, all at my own expense. Many times I have talked engineers into moving locomotives out from behind poles and undesirable backgrounds. In one case when no engineman was around, I moved her myself. On several occasions I raised a fire in engines that had none to get a more dramatic night photograph with smoke, and have talked my way into and out of many an engine terminal."

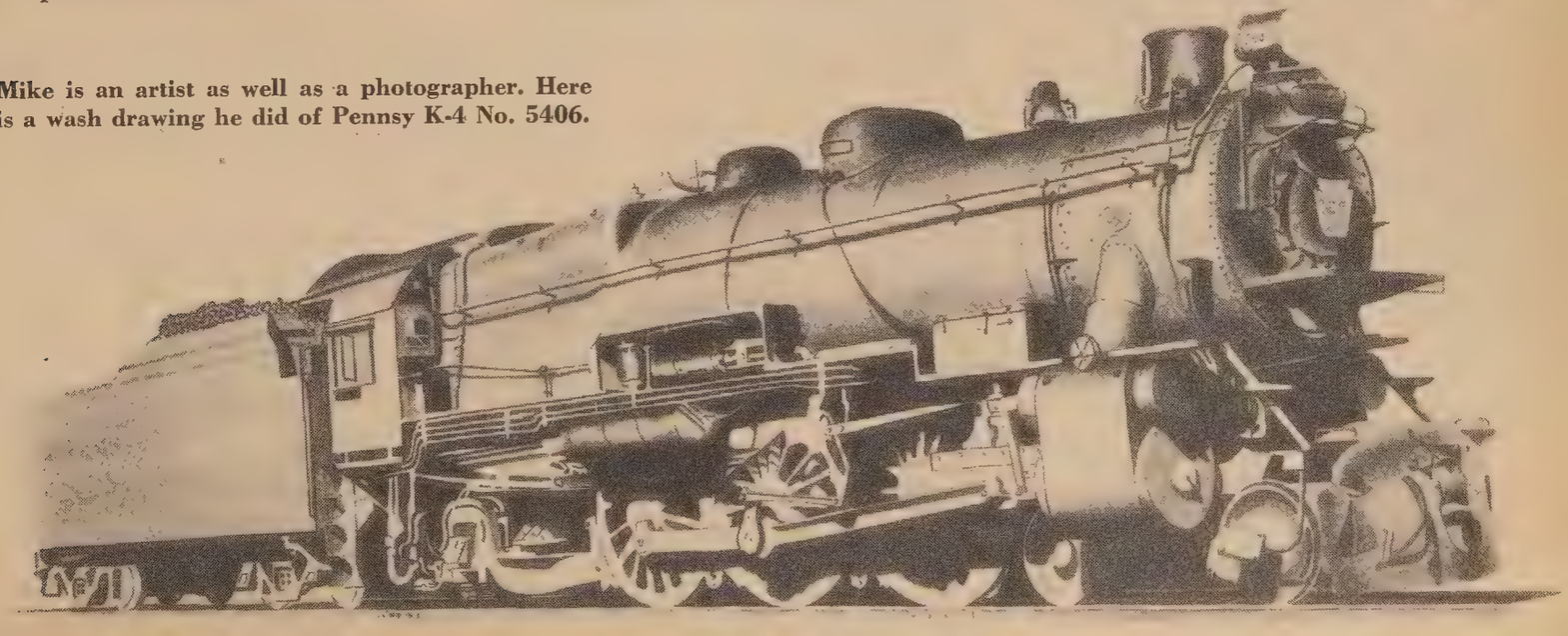
These efforts usually get results—for example, the color-shot on July '68 *Railroad* showing what can be done to two absolutely dead engines with parts missing and covered with rust.

Mike as he looked in Aug. '63 while working Erie Lackawanna second trick at Great Notch, N.J., depot. It was like a tower job because he handled a board, signals, and switches in addition to running a passenger station.



Night views exemplifying the might and drama of big steam locomotives are one of specialties of Railfan No. 72. Photo by Michael A. Eagleson and Howard W. Serig

Mike is an artist as well as a photographer. Here is a wash drawing he did of Pennsy K-4 No. 5406.



STEVE MAGUIRE'S

TRANSIT TOPICS

Mexico City PCC car 2188 is on private right-of-way, bound for Xochimilco.
Collection of Steve Maguire

CLEVELAND'S four-mile rapid transit extension to the Hopkins Airport failed to meet the anticipated September 15th deadline, a date on which the transit system had hoped to complete the new line so that visitors to the American Transit Association convention could attend the official opening. Heavy rain delayed the construction. The opening date is now Nov. 15th.

Steve Maguire

Cleveland Transit, along with Shaker Heights Rapid Transit, experienced a long delay in resuming service after a derailment earlier this year that necessitated the backing up of trains over trailing switches to get to the clear track. As a result, leading crossovers will be installed at east 39th Street to let trains be switched more quickly in emergency from one track to the other. Total cost of the changes will be about $70,000. The Shaker Heights line will pay only 27 percent of this and CTS the balance, because CTS trains are more numerous at this location.

CTS also has had to pay over $3,000 to replace door switches on the new Airport rapid transit cars, reports Al Kleinsmith of Cleveland. The reason is that teen-age pranksters had learned the location of emergency door switches intended for use by CTS crews. On leaving trains, the kids made it a practice to flip them, leaving the car doors open, thus stalling the trains until crews found out the trouble.

In August, the Cleveland system stopped selling its $4.25 weekly pass on cars or buses, to discourage robberies of transit employes on duty. Crooks in big cities have been staging holdups after seeing the vehicle operators make change for such sales. Pittsburgh, Pa., reported a total of 82 stick-ups and one death of operators of Port Authority transit vehicles in the fairly recent past.

TORONTO Transit Commission has resumed its sales of old PCC cars to the United Arab Republic for use in Alexandria, Egypt—sales which were suspended at the time of the short-lived conflict with Israel. Seventy-five PCC's, shipped in July, are probably running on the streets right now, replacing much older cars there. TTC recently received delivery of an electric locomotive and a self-propelled crane car built to TTC specifications in Japan by Nippon Sharyo Seizo Kisha, Ltd. Two other maintenance cars, one for refuse collection and the other a non-motored flatcar, delivered in 1967, were part of the same order that had been placed through Marubeni-Iida (Canada) Ltd.

REMEMBER the Washington & Old Dominion Railway, an interurban line that ran out of Rosslyn, Va., through northern Virginia for most of the first half of this century? Passenger runs on that line were reduced to diesel and gas-electric operation after the electric cars had been abandoned, and until recent years the company continued to give sporadic freight service. Its abandonment petition this year was unopposed. In fact, the petition was promoted by authorities in both Virginia and the District of Columbia, the reason being that Interstate Expressway 66 will use part of the right-of-way, in the middle of which, for some distance, the Washington Metropolitan Area Transit Authority may run rapid transit trains. The Authority will share another part of the right-of-way with an electric company's power lines.

November 2, 1913: the snows of an approaching winter have begun to encroach upon Cleveland Railways car.
From L. Link, R.D. 1, Medina, Ohio 44256

MEXICO CITY'S famous single-trucked car numbered 0 (zero), pictured in our October department, has been repaired and repainted for exhibition in the Mexican capital, probably in a downtown museum, states Luis L. Torrealba, our Mexican correspondent. The car is a deck-roofed passenger type, presumably built by Brill Co. in Philadelphia, Pa., and last used as a pay-car.

STATEN ISLAND. A proposal for a $1 city-takeover and then a $25-million modernization program for the 113-year-old Staten Island Rapid Transit Railway, which runs 14 miles between Tottenville and St. George, has been submitted to New York's Mayor John V. Lindsay by the Metropolitan Transportation Authority.

The railway, serving some 22,000 riders a day, is owned by the Baltimore & Ohio, which has been operating it by arrangement with the city since 1957. The city has been paying a subsidy that amounted to $1,150,000 in the most recent fiscal year, and has an option to acquire title for $1 on January 1, 1970.

The proposal by Dr. William J. Ronan, MTA chairman, would finance three-fourths of the modernization program out of the state transportation bond issue approved a year ago. The city would provide $6.25 million through its capital budget. Dr. Ronan says preliminary engineering estimates indicate a need to double the railroad's capacity. He proposes that 80 air-conditioned, 80-mile-an-hour electric cars be ordered this year to replace the line's rolling stock.

A CONTRACT for air-conditioning systems for the 76 rapid transit cars which Pullman-Standard is building for Massachusetts Bay Transportation Authority has been awarded to Safety Electrical Equipment Corp., which promises to begin delivery of the 12-ton systems early next spring. The 76 new subway-surface cars are scheduled to run on the new South Shore line and the existing Cambridge-Dorchester line, both in the metropolitan Boston area.

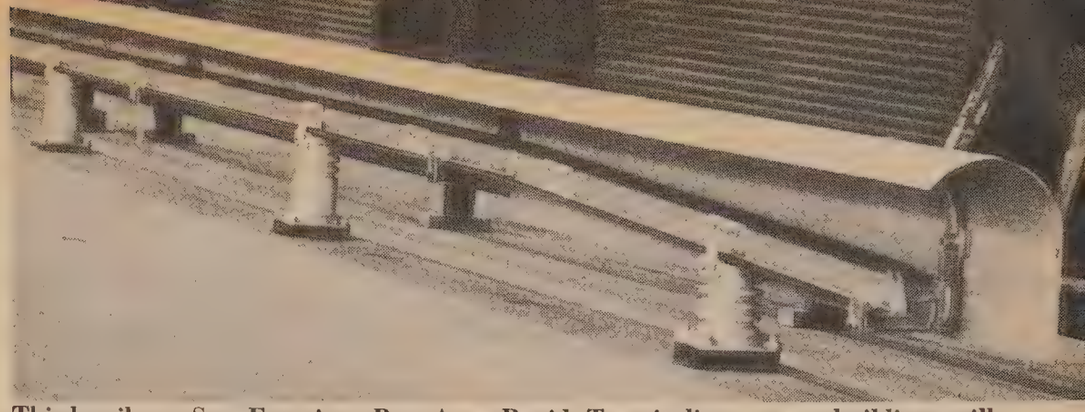
SAN FRANCISCO had a gay time August first celebrating the 95th anniversary of the opening of its Clay Street Hill Railroad, the city's first cable line. History shows, however, that the first route to be operated on that line, Clay Street, was abandoned in 1942 during war years when relatively few people showed interest in preserving the city's heritage. The affair was attended by city officials and

juicefans, two of whom were seen carrying copies of the then-new September issue of *Railroad Magazine*.

A pretty model named Karin Dahl cut a birthday cake.

One of the original Hallidie cable cars was brought on a truck to Portsmouth Square, near the corner of Clay and Kearny streets, the intersection that was the terminal for the pioneer line. (The car's control mechanism has a small plate which reads in part: *Hallidie, Patented 1872.*) There also is a plaque in the park honoring Hallidie.

From Ralph Kerchum of Oakland, Calif., we learn that the Municipal Railway of San Francisco may abandon nine of its 15 trackless trolley routes on the excuse that they are inflexible because they follow overhead power lines. They would be replaced by diesel buses that the company says can negotiate the steep hills on those routes. What the company didn't say, though, is how much the foul exhaust from hill-climbing diesel buses would pollute the atmosphere. William Reedy of the electrical workers' union says the union is planning an educational program to tell the public about the advantages of the trolleybuses over the diesel buses.



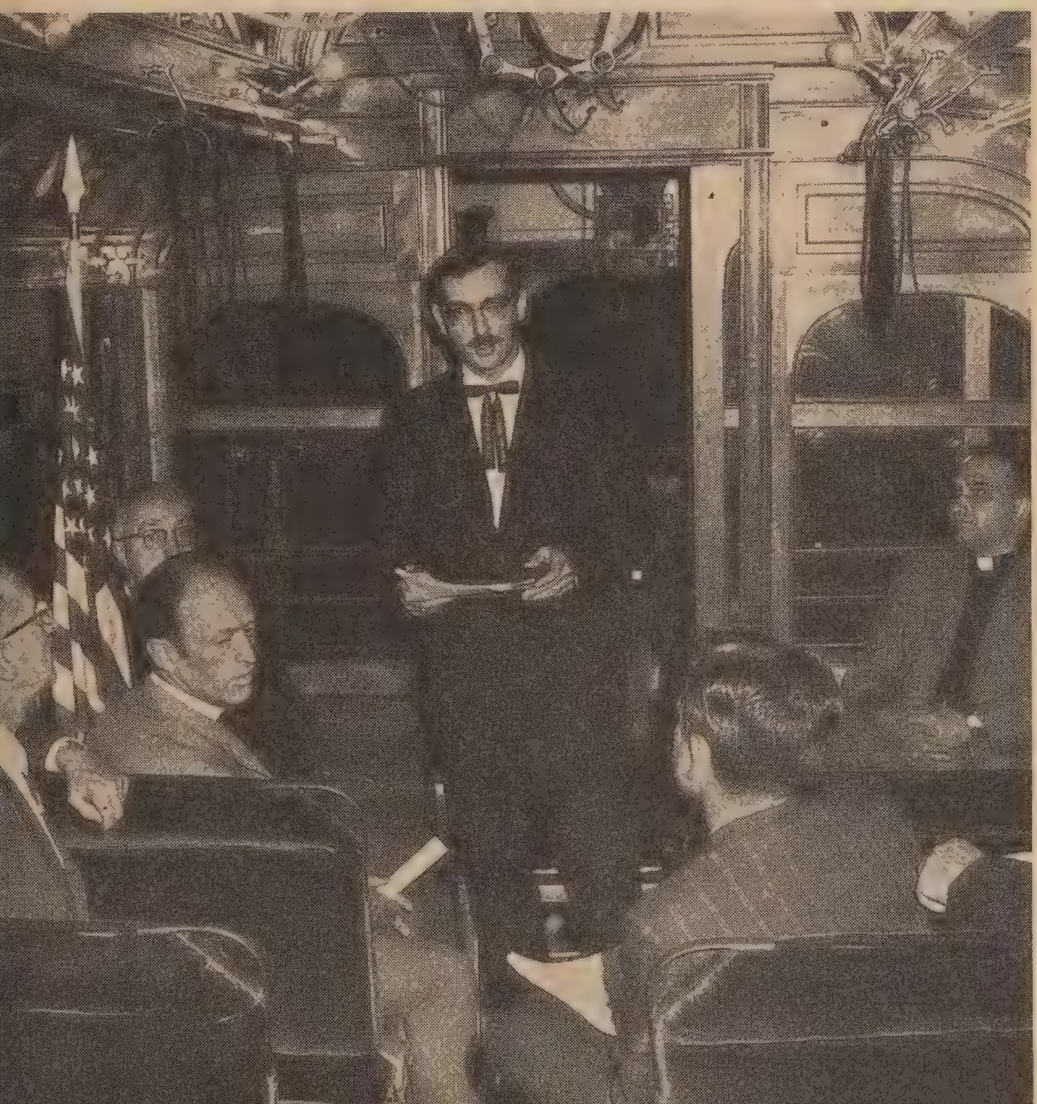
Third rail on San Francisco Bay Area Rapid Transit line, now a-building, will be protected by a new-type covering laminated of fibreglass, wood veneer, and Dupont Tedlar film. Curved sheath covers both top and outside of third rail.

Composite Structures, Inc., Orinda, Calif.

SCRANTON, Pa. is using much of the Dunmore branch of the Laurel Line—formerly a passenger interurban and now a freight switching diesel road—as part of Interstate 81 Expressway, reports Ed S. Miller, 155 Mill St., Pittston, Pa. 18640. For some time Lack. & Wyoming Valley right-of-way from the former Laurel Jct. down the Dunmore branch toward the central part of the city has served as a four-lane access road. The I-81 highway itself occupies much of the old main line that ran over the hill into the city before the building of the tunnel. Later, it was another leg of the three-way Dunmore branch. The old Nay Aug Park and Maple Street stations have been erased from view and I-81 now runs in deep cuts along their route. The Laurel Line passenger station in Scranton was ripped down last February by the Scranton Redevelopment Authority. Yard tracks are still in place.

Photo from Manchester Union Leader

Mayor Rodney N. Dyer, of Laconia, N.H., opens a City Council meeting in old Manchester Street Railway car No. 38, now owned by Seashore Trolley Museum, Kennebunkport, Me., and lent to Laconia for 75th anniversary celebration.



New Electric Publications

San Francisco Municipal Railway 1912-1944, **by Walt Severs, has 76 pages, 6x9″, is illustrated, and has soft cover binding. It combines articles from five separate issues of *The Western Railroader,* published over the last few years, telling about the San Francisco lines from the beginning in 1912 to 1944, complete with maps, route data, and photographs. Copies can be had from *The Western Railroader,* P.O. Box 668, San Mateo, Calif. 94401, for $2.50 each.**

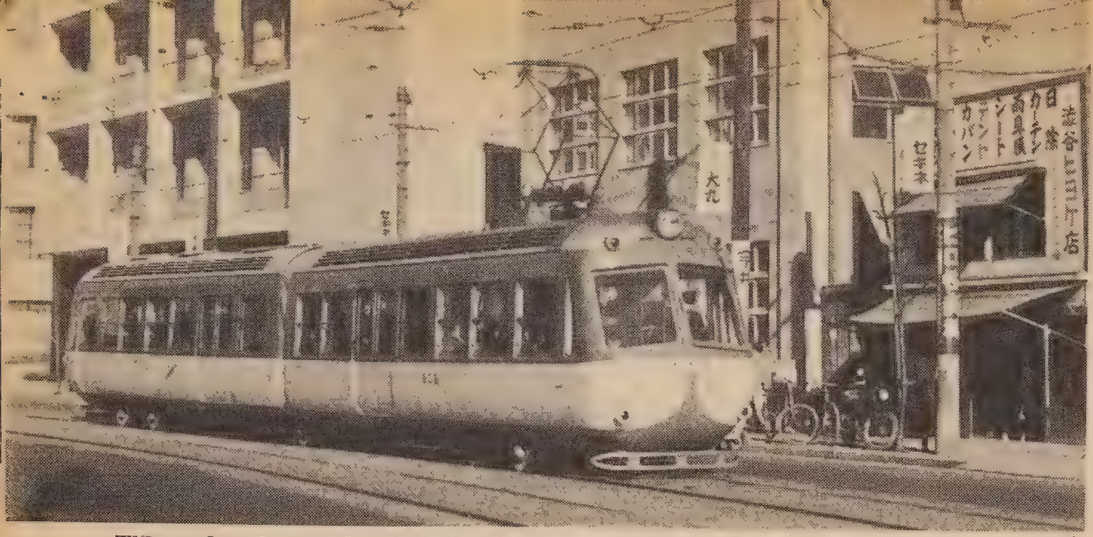
San Francisco Street Cars, 1944 through 1964, **is a 38-page supplement to the above, bringing the story in photos and text up to the year 1964. Copies costing $1 each are republications of three additional copies of *The Western Railroader* series.**

Richmond (Calif.) Street Cars, 1900-1933, **by Earle C. Hanson, is a 13-page account of the East Shore & Suburban Railway trolleys, later to become part of the East Bay Street Railway. This 6x9″ booklet was originally issue 217 of *The Western Railroader* and is now available in republished form for 50 cents.**

Trolleys: The Forgotten Transportation **is a 16-page picture booklet of the Schenectady Railway and other streetcar lines compiled by John Papp, 58 Woodlawn St., Schenectady, N.Y. 12306, in 6x9″ size with soft covers. It sells at $1.10. Most of its 29 photos are very old and have never before been published. There is no text.**

Photo of a m.-u. train on the Rome-Little Falls line of New York State Railways may be had from Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y. Measuring 3x26″, it is a broadside view of the six-car consist, priced at $11.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.



This style of articulated trolley was put into service in Tokyo in 1955. It has a swivel-truck at each end, a single axle under the joint, and looks quite modern.

From John J. Ziemba, Camp Zama, Japan

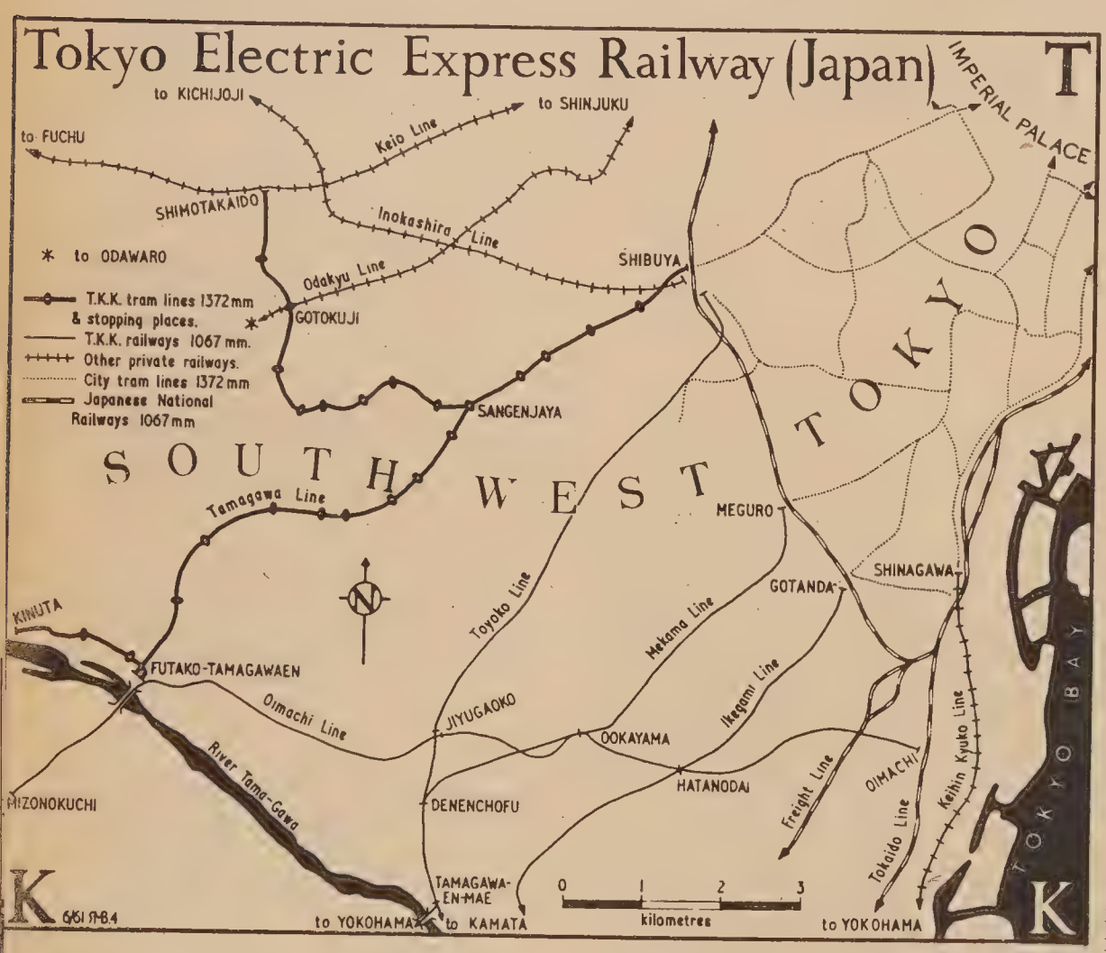
Tokyo's Fast Trolleys

by Steve Maguire

JAPAN still has many electric railways, but the one most like what used to be America's typical interurban line is the Tokyo Electric Express Railway, Ltd., or *Tokyo Kyubo Dentetse Kavushiki Kaish* (TKK). This company operates four high-speed rapid transit routes in the southeastern part of the capital, all but one of them double-tracked on private rights-of-way. In the same general area it also has three trolley lines similar to the bygone interurbans of the United States.

The rapid transit TKK lines are narrow gage (42 inches) and use equipment loaded at high-level platforms. The gage of the three separate trolley lines is 52 inches, which also is common to rail lines elsewhere in Japan. Orignating in 1907, the entire TKK system was slim gage, built by the late Keita Gotch, an industrialist whose son, Noburu Gotch, heads the company today. The first TKK trolley route ran between Futako-Tamagawa and Shibuya. The latter place is now a subway stop on Tokyo's transit system but was then the terminus of several trolley lines. Originally built to 42-inch gage, this 8-mile trolley line was wide-gaged in 1920 so that freight cars from the Tama River at Tamagawa, where the Gotch interests owned a gravel sales firm, could haul gravel over the line from the river bed.

In 1925 a branch was opened from the Tamagawa line about halfway out, running north 4 miles to Shimotakaido; and a few years later a 1.5-mile branch was pushed northward from the Tamagawa terminal to Kinuta, bringing the trolley system to its present length. Besides the TKK's four rapid transit lines, these three trolley routes are vital transportation arteries which now have difficulty in moving the vast number of passengers thrust upon them. One reason for this is that years ago the Gotch family began promoting and erecting housing developments in the area

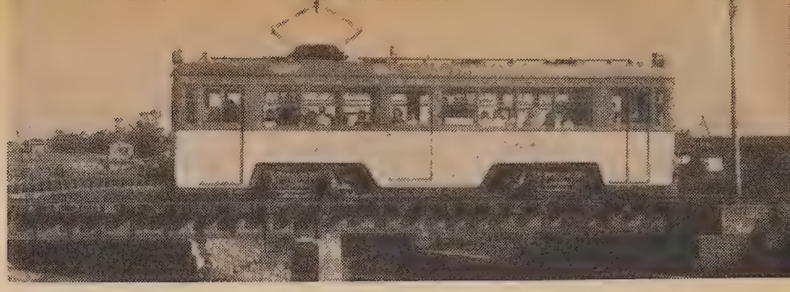


The Modern Tramway

Photograph from John J. Ziemba

View of the Shibuya shops on the Tokyo Electric Express Railway, taken early this year.

Articulated cars in open country on Tamagawa line.
Photograph from John J. Ziemba



TKK car No. 63 in shuttle service on Kinuta line.
J. Wallace Higgins, 1166 Fiske St., Pacific Palisades, Calif. 90272

served by their trolleys, and at the Shibuya terminal they own a huge department store building into which run their streetcar lines as well as the city subway and the main stem of the Japanese National Railways. The company also has branch stores in downtown Tokyo and even in far-off Honolulu, Hawaii. At the end of the Tamagawa trolley rails it has a profitable recreation and amusement park, reminiscent of those operated long ago by many streetcar lines in the U.S.A.

Until 1938 the TKK had additional trolley routes in Tokyo. Then these lines which were isolated from the rest of the network by the opening of the Ginza subway to Shibuya were sold to the municipal system. At that time the trolley rails actually extended several miles beyond Tamagawa terminal; but in 1943, for the convenience of wartime industrial workers, that portion of the route was converted to slim gage and became part of the rapid transit lines, specifically the Omagashi route, which it is today. The rest of the TKK network remained in *status quo* until the present, except for the addition of new rail equipment.

In the late 1930's and until the war ended, Americans knew virtually nothing about these and other Japanese rail lines. Afterward, of course, information became readily available. The TKK trolley setup continued to function but with old typical streetcar equipment until the war years, when more up-to-date interurban-type cars appeared. With the return of peace, traffic on the surface lines kept increasing at a fast tempo until they could barely handle it. In 1950 thirty new cars were acquired and the older ones were sold to other lines in Nippon. But still the trolleys continued to bunch up in service. The year 1955 saw the addition of six cars, Talgo-type 5-axle vehicles built to modern specifications with very latest parts and accessories.

But now this interurban trolley line's future is limited. Traffic has become so heavy that upgrading into rapid-transit-type service is in progress. The new route will be a standard-gage extension of the subway's Ginza line, built and possibly operated by TKK. There is some uncertainty as to what will happen to the two trolley lines connected with the main route—Sangenjaya to Shimo Takaido and from Tamagawa to Ninuta—but they may remain to make the best use of the much-needed trolleys serving Tokyo. ●

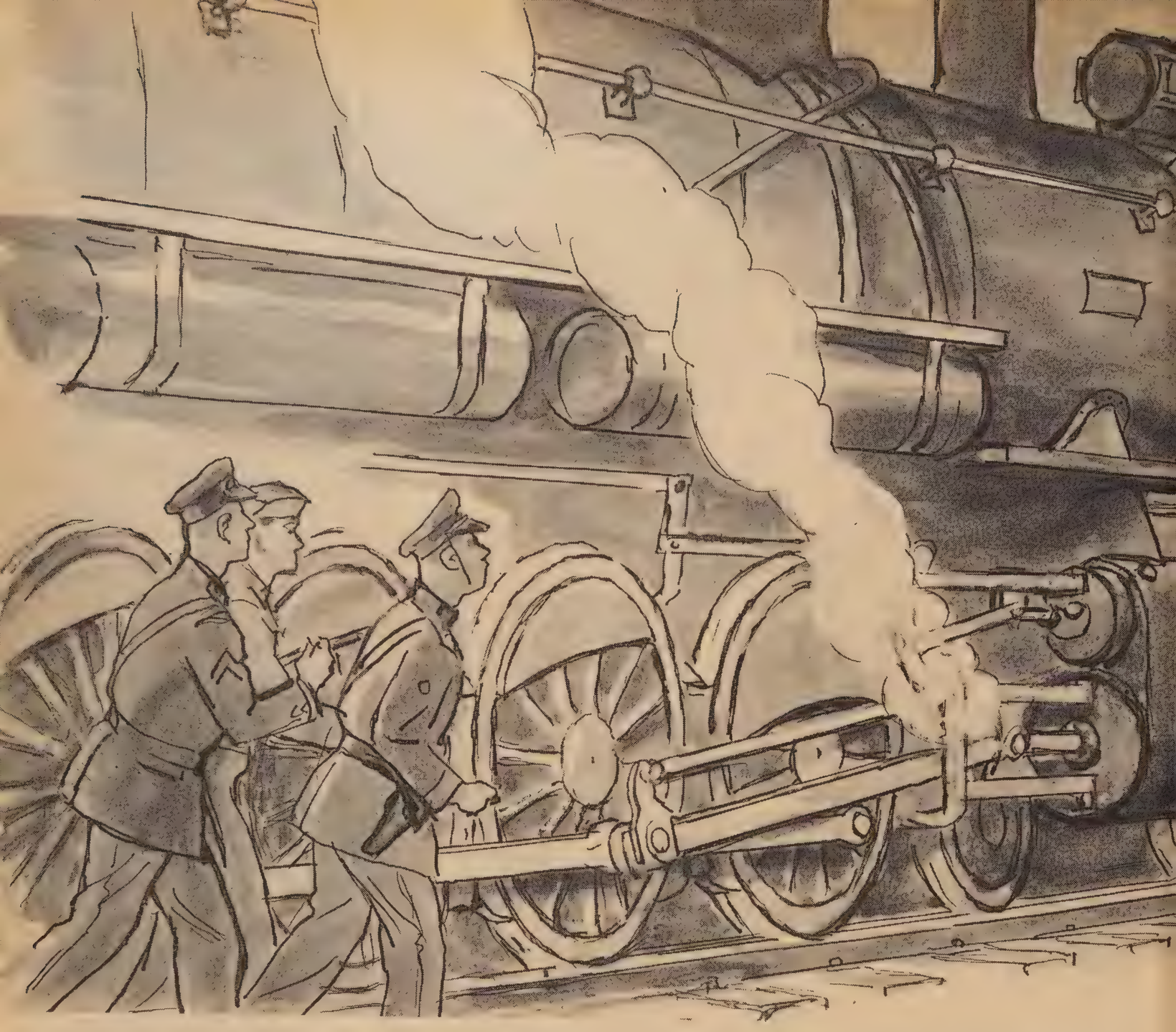
No. 36 is one of the older TKK cars.
S. Kobayashi, 17 Shiba-Shinberi, Minatoku, Tokyo, Japan

Trolley train of cars 153 and 154 arriving at the Shimo-Takaido terminal.
Photo by J. Wallace Higgins

These two photos by J. Wallace Higgins

Work car 3031 in yard at Ohashi car barn.

Car 99 on Shimo-Takaido branch has just left Tamaden-Yamashita station (background) and has passed under Odakyu Electric Railway.



by Charles W. Tyler

WHEN THE CHIPS ARE DOWN

STREAKING westward through the thick fog of a November night was *The Pilgrim,* crack limited of the Central Valley's River Division. Up ahead, the huge 4-8-4 locomotive sang a breathless chant, broken at intervals by the imperative cry of the whistle. Marker lights flickered, and the train thundered round a curve.

Back in a Pullman, Jim Greeley stared out a window, listening to the fast pulse of the train, the drumming roar of the exhaust, and the wheels as they clicked off rail-lengths and miles. Tonight Jim was leaving the Central Valley and its familiar scenes. He had been retired and had to go. But it was hard to stop work; it was like pulling up roots grown deep into the earth.

When he had first settled down to being a conductor, his severity regarding rules had caused the gang to christen him "Sergeant." But the mellowing of his last years had changed this to "Uncle Jim."

Number 7 roared through the yard with its maze of tracks and glimmering switch and signal lights. Then came Lynchburg, where Jim had started his career.

Jim's hand felt the gold pass in his pocket. There was nothing to do now but sit back and rest, like the old engines that had stood out in the weeds behind the busy roundhouse. But Jim Greeley thought he had no alternative when the doctor warned him about his heart.

Wayland! Jim remembered lighting the Pintsch-burner lamps in the open-vestibule cars, calling out the stations, and helping old ladies with their luggage. River View!

What if it is raining? Sergeant had reprimanded a young brakeman for short flagging. "You won't get any wetter out half a mile than you will fifty feet from the rear end."

Millville! Uncle Jim, gray-haired, remembered the day he was put in charge of *The Pilgrim*, the Central Valley's first streamliner.

MILEPOSTS flashed by on the way to the Big Terminal. Age, Jim mused, was like climbing a mountain; it left you breathless, but what a wonderful view! The crash of fast-spinning drivers as they hit the crossover at Middleboro Junction broke into his thoughts. Yellow panes showed the tower; the watchman waved from a cone of light.

The song of the wheels changed pitch in crossing the trestle over the Shawneen. Up Johnson grade they labored, the exhaust slowing in tempo as the engine felt the strain. Jim knew that the runner had notched the reverse down the quadrant for a bigger bite. It was the sweetest sound you ever heard, the exhaust of a powerful locomotive working steam up a grade.

The pace quickened as they mounted the summit and shot down through the rain. Up in the cab, Bud Trout readjusted the stoker's firing jets, hand-firing coal into the back corners of the big firebox.

"This is the last time over the division for Uncle Jim," said Cass Hale, without turning his gaze from the rails.

State Line was ahead. In a little while they would pull into the West End gateway, terminal of the Central Valley. Jim Greeley sank back in his seat and the stern lines of his face relaxed. It would be all done soon. The old life would remain in his memory, while out there on the West Coast, where he was heading, were fresh names and faces, a new world.

"Shall I make up your berth, Mr. Greeley?" the porter was saying.

Then something happened. As though Number 7 hit a mountain head-on, the emergency air slammed the brakes home. The porter was flung off his feet, Jim pitched forward. The car turned into a room of startled passengers. One or two babies suddenly began to wail.

UNDER the dynamite blast of the brake application, *The Pilgrim* ground to a stop. Slowly the old retired conductor picked himself up and walked down the curtained aisle, figuring what might have occurred. From the speed Number 7 had been making, it was clear they had been running on the double green, indicating a clear track.

He stepped down from the vestibule into the sodden night. Winking lanterns appeared alongside the cars, and Jim's keen eyes searched for the marker lights, which were not visible. Then a lantern swung a "train parted" signal, and up came a brakeman, a young fellow meticulously dressed. The train had broken in two, he said, between the third and fourth car from the rear.

The pensioner frowned. Number 7 had been showing her heels on a straight stretch of track. There should have been no undue strain on the coupler, unless something had interfered with the smooth forward movement of those last cars. The front end had come to a standstill on a long curve, having traveled for perhaps half a mile after the brakes were applied. A broken wheel or rail might have caused a derailment, Jim reasoned.

"Are those last three cars on the rail?" he asked the brakeman.

"Sure, I guess so."

The brakeman had not gone back to find out. He was on his way to report to Ed Lord, the conductor.

"You *guess* so?" Jim retorted. "Good heavens, man, don't *guess*!"

It was Sergeant talking now. The other shack had gone back to flag, and there had been no contact as yet with anyone from the rear.

"Hell, I can't be everywhere," complained the young fellow.

"I don't see any flagman's lights on the eastbound," said the conductor. "They ought to have a flag out."

"Look, Mr. Greeley, they probably just busted a drawbar knuckle," the brakeman said impatiently. "How could those cars jump the track?"

"I don't know."

The youth turned away. "You'd better get in out of the wet," he growled, and moved on to meet the other lantern-lit figures. The company didn't retire these old guys any too soon, he thought. Fifty years was much too long.

Jim stood there for a moment, half inclined to get aboard. The November wind was raw; he didn't have a hat and it was raining. After all, he wasn't working for the Central Valley now. Yet he was still a railroad man, and he moved up uneasily along the train. The lights were grouped on the eastbound track two or three cars behind the engine.

When the pensioner drew near, Ed Lord squinted at him. "We shake you up, Jim?"

"I'm all right," he said, "but there should be a flag on the eastbound."

His voice echoed seniority, and conductor Lord scowled, making small effort to conceal irritation. "Why not let us run the railroad tonight?" and he almost added, "Sergeant."

Cass Hale joined the circle. He had been handling *The Pilgrim* for a long time; Jim and he had often compared watches.

"The rules state clearly," Jim said, unperturbed, "that when a train is stopped suddenly and the cause not definitely known, adjacent tracks that might be obstructed must be protected *at once*."

"I know!" snapped Lord. "We'll take care of it. We have just pulled a drawbar."

"But, Ed, you don't know whether those cars are on the track or not."

Cass turned and yelled at the fireman leaning out of the cab: "Hey, Bud, get out there and flag the eastbound!"

Bud Trout picked up white and red lanterns, slid down the grabirons and stood a few yards beyond the pilot, hunched against the driving rain.

MAIN 100, identified on the Central Valley as a troop train, drove eastward. Two dual-purpose 4-8-4 Northerns hauled her eighteen crowded Pullmans and two baggage cars, which served as field kitchens. Rain slanted across the beam of the lead engine's headlight and coursed down cab windows, as she thundered down the rail with rights over all other trains. A semaphore mast leaped out of the darkness. High at its peak, lights glowed.

"All green!" shouted the engineman across the cab.

"Green it is!" said the fireman, pitching his voice to carry above the drum of exhausts and pounding of wheels and whirling side-rods. Elton! Thompsonville! Depots huddled out there, telegraph bays alight. Switch points and frogs racketed under the tons of hurtling steel.

In the Pullmans porters were making up berths. Soon taps would sound at a time set by the train commander. There were horseplay and laughter; there were homesick kids, staring straight ahead thinking of that last furlough, of Mom and Dad, of sweethearts, and maybe a flop-eared dog. State Line! The panting of the twin engines became a roar. Sixty miles an hour moved up to seventy. Seventy-five. Faster and faster.

"Signal clear!"

THE CREW of *The Pilgrim* went back to examine the broken coupler. Jim strolled toward the head end to join the fireman on the eastbound track. No use talking to them. He was too old and slow for their ways.

Bud Trout watched the whitehaired figure curiously as it came into the diffused outer glow of the headlight's beam.

"Hullo, Mr. Greeley. What're you doing out in this slop?"

"Bud," said the pensioner, "you should be farther ahead than this."

"What do you mean?"

Bud thought himself a pretty good railroad man. He'd been firing a year and a half, and he'd been quick to learn. Getting a chance to stoke Number 7 had made him cocky; he resented the criticism of this has-been.

"The eastbound may be fouled," Jim explained patiently. "The rail's bad and visibility poor. A fast train couldn't stop in this distance. What's more, an engineer probably wouldn't see your red lantern until he was on top of you."

"What would foul the eastbound?" argued the fireman. "There's just part of our train back there on the westbound."

"Well, at least go a reasonable distance and put down a torpedo."

"I haven't got one," said Bud.

"So I noticed. They're on the engine, kid. You should have brought them."

Under the visor of his cap, Bud Trout's eyes burned with anger. He was getting soaked out here. He had even considered leaving the red lantern between the rails and easing back into the cab. Now old Greeley comes along bawling him out.

"If the eastbound is fouled," said Bud, "they'll let me know. Time enough then to go back for a fusee and torpedoes."

"Whether the track is clear or not," said the veteran, "you're violating the first rule of the railroad."

Jim turned and stalked toward the cab. He climbed up to the high deck and got two torpedoes and a couple of fusees from the fireman's seatbox, and rejoined Bud.

"I'm going up the track," he said. "Tell Cass to whistle me in when they're sure the eastbound iron is clear."

Bud watched him move along in the haze. "Bats!" he thought, "they all get that way." Then, coming down the wind from the direction of the western hills, he heard a locomotive whistle. With a sudden worry, he looked back toward the lanterns at the rear end of the string of Pullmans.

Walking back to flag, the rear-end brakeman had found a broken rail beyond the last three cars of Number 7, which explained the break-in-two and resulting derailment of two Pullmans. Those cars were still upright but partly across the eastbound track.

The brakeman put down a torpedo, stabbed a lighted ten-minute fusee into a crosstie, and set his red light between the rails. The redball freight coming west behind Number 7 would find the signals against it and stop, proceeding under full control. If the fusee burned out, there would still be the torpedo clamped to the rail and the red lantern to warn her.

Then he returned for a further examination of those three cars. Jim lighted another fusee and stuck it in a tie on the eastbound track beyond the two Pullmans, and hurried back to the others. Lanterns were winking at the rear of the forward portion of the train.

"You got a flag up there?" shouted the brakeman, still some distance away. "Two cars fouled the eastbound back there!"

"My God!" said the train conductor. "Old Jim Greeley must have had a hunch, all right."

THROUGH the murk they could make out the faint gleam of the fireman's red and white lanterns alongside the engine. And in the next moment they heard the far-off wail of a locomotive only partly muffled by the

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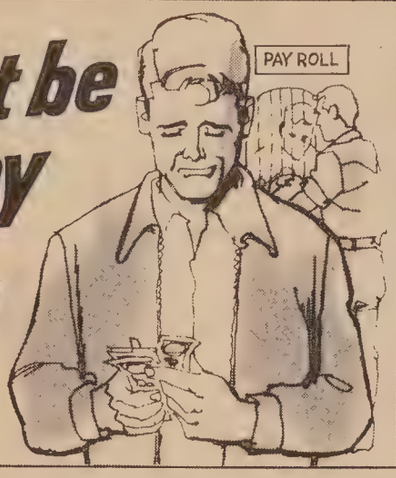

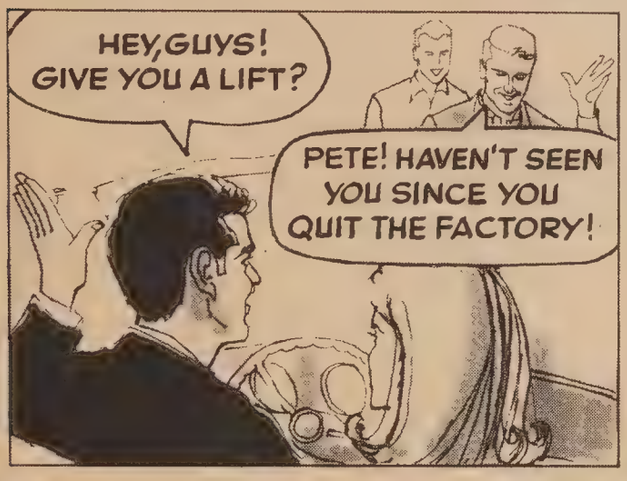

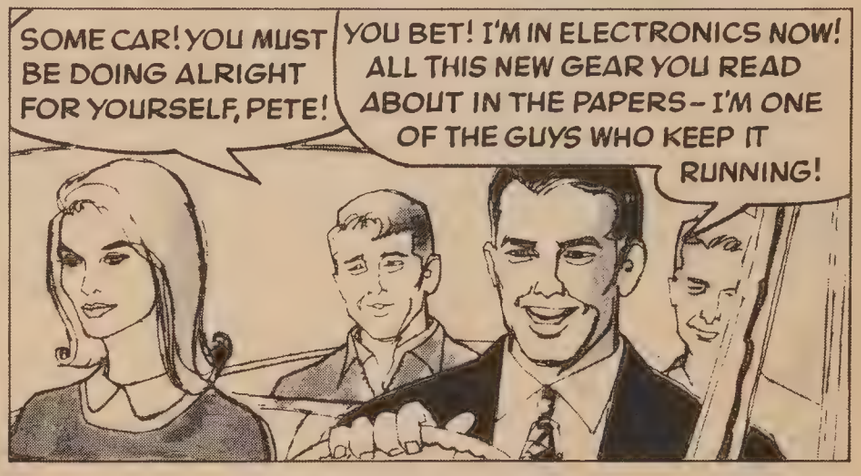
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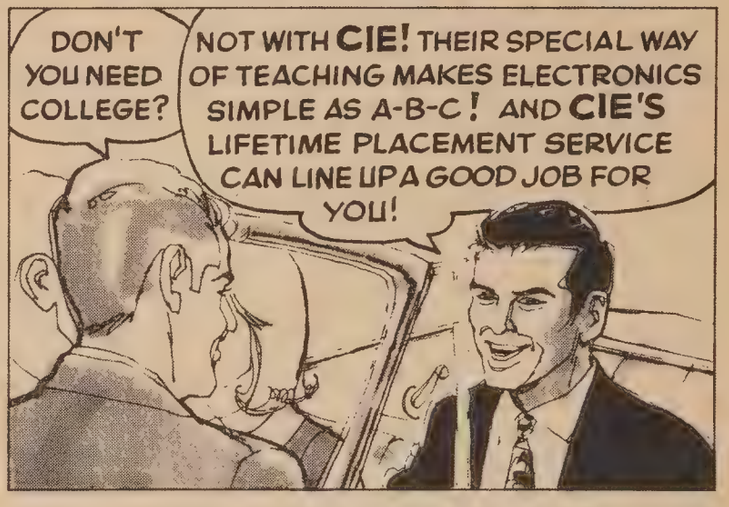
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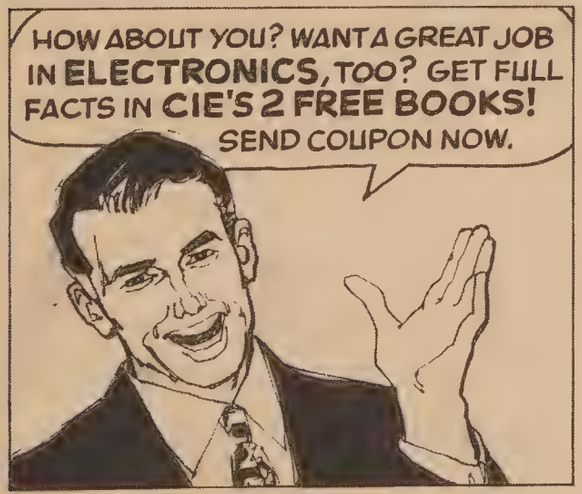

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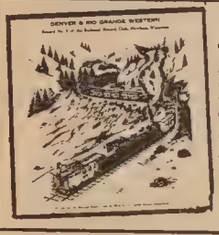

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dampness. They stood listening as it came on, cutting the thick night. They suddenly felt uneasy.

"That damn fireman isn't out far enough" Cass exclaimed.

A brakeman sucked in his breath and started to run. He yelled at the fireman and Bud Trout began to move, galvanized into action by the whistle's scream. Something was wrong, he knew. The red flare behind at the curve, those agitated lanterns; and then looking backward Bud saw someone swinging a washout signal.

He plunged ahead as terror clawed at him. He shouted to Mr. Greeley, but the wind and rain smothered his cry. He stumbled and sprawled out full length on the sleepers and rock ballast. When he regained his feet, his lantern was out.

A headlight cut through the darkness, and the rapid pulse of exhausts was plainer, coming now from a cut that stood at the end of a tangent a mile away. Whatever this train was, she was doubleshotted and tearing along like a runaway comet.

In the swaying, jerking cab of the lead engine of Main 100, competent men were watching the steel rail. Again they called to each other, as the semaphore mast rushed at them.

First the engineer's voice: "Signal clear!" And then the fireman's: "Signal clear!"

Clear and double check. Emerald eyes beckoned them down the track. The road ahead was clear.

JIM GREELEY caught the flash of the headlight and listened to the growing murmur of the train. He continued to move along the track, but at a quicker pace. Suddenly he heard a faint shout behind him. Turning, he saw a lantern moving in a wide, low semicircle. As he had feared, something was threatening disaster.

The conductor broke into an awkward run. A fast-moving train is a ponderous thing which requires distance and enormous forces to halt. Tonight the rail was bad and was bearing engines close to five hundred tons in weight, engines crowded from behind by rolling cars. Time was a rare commodity.

Jim lurched along the track. Pain stabbed his chest and his lungs seemed on the point of exploding. The rain slapped at him, while wind laid hold of his gaunt frame, hurling it backward. Every yard gained might mean the difference between life and death for the passengers and railroad men.

In a moment the train would come off the curve to rocket down the straightaway. The pensioner clamped a torpedo to the outer rail, then uncapped and ignited a fusee. A Niagara of sound burst from the cut. The ground trembled to the pound of churning drivers, a white headlight scorched through the night. Jim stood erect and swung his burning fusee, before he staggered from the track.

The fireman saw it first and bawled. "Red fusee!"

The cannonading exhaust of the second engine quit as powerful iron hands gripped the wheels. Draft rigging slammed; cars seemed almost to buckle under the impact. Then the flame-throwing avalanche crashed by Jim Greeley as the swaying Pullmans jostled one another, struggling to halt their seventy-mile speed. Fire streamed from constricting brakeshoes, while locked wheels screeched along smoking rails.

Main 100 was gone toward the derailed Pullmans of *The Pilgrim!* Jim stared after the receding tail lights, waiting for the sound of the crash. He was afraid it could never stop in time, and tortured seconds dragged into what seemed eternity. The old-timer waited until all that came out of the darkness was the light fall of rain and the wind.

BUD TROUT came up then, subdued and still worried. The burning fusee spread a red glow over the figures of the veteran and the young fireman.

"We got her—just in time," Jim said. "That was close."

"And how!" Bud had had the scare of his life. He'd been wrong and knew it. "You all right, Mr. Greeley?" he asked.

"Why—why, yes." Jim was surprised that he was. "Just winded."

He was thinking now about what that doctor had said: undue exertion might prove fatal. But it hadn't. He took a deep breath, and slid exploring fingers over his pounding heart. He felt fine.

The pair walked slowly back together toward Number 7's headlight, set like a jewel in the darkness. It was Bob who spoke first.

"You don't quit when the chips are down, Mr. Greeley. You go out there and show us how to railroad."

"Yes, by George," said Jim, "and I'm going back on the job to train students. That's something I can do, though it didn't occur to me till tonight."

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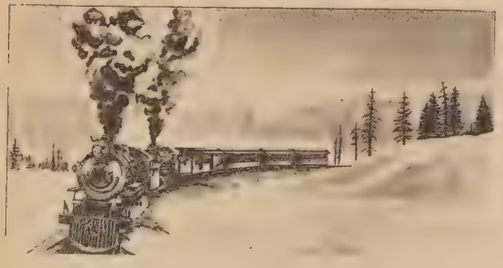

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SHORTLINES OF MINNESOTA

Locomotive Roster Compiled by Sy Reich

Duluth, Winnipeg & Pacific Railway

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
MR-18a	3600-3614	1800	Alco Pr.	RS-11	B-B	56,697	226,790	1956	1
GS-10a	7902	1000	GM-EMD	NW2	B-B	31,000	247,000	1941	2

Duluth & Northeastern Railroad

—	31	600	GM-EMD	SW1	B-B	48,620	193,610	1941	3
—	32	600	GM-EMD	SW1	B-B	48,620	193,610	1940	3
—	33	600	GM-EMD	SW1	B-B	48,620	193,610	1941	3
—	34	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	3

Duluth Union Depot & Transfer

—	5	400	GE	44-ton	B-B	21,625	86,500	1943	4

Green Bay & Western Railroad

—	101	660	Alco	HH 660	B-B	?	?	1938	5
—	102	660	Alco-GE	S1	B-B	59,700	205,000	1949	
—	301-304	1500	Alco-GE	RS-2	B-B	62,000	247,700	1950	
—	305-306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
—	307-308	1600	Alco	RS-3	B-B	61,575	246,300	1955	
—	310	2400	Alco Pr.	RS-27	B-B	64,025	256,300	1960	
—	311	2400	Alco Pr.	DL-640A	B-B	64,250	259,500	1963	
—	312	2400	Alco Pr.	DL-640A	B-B	64,125	255,100	1964	
—	313	2400	Alco Pr.	DL-640A	B-B	64,525	256,200	1965	
—	315	3000	Alco Pr.	DL-430	B-B	65,600	263,400	1968	
—	506	1500	Alco-GE	FA-1	B-B	?	?	1947	6
—	507	1500	Alco-GE	FA-1	B-B	?	?	1949	6

Minneapolis, Anoka & Cuyuna Range Railroad

—	100	350	GE	—	B-B	37,500	150,000	1913	7
—	110	300	Mack	BR	B	7,500	30,000	1929	8

Minneapolis Eastern Railway (owns no motive power)

Minneapolis Industrial Railway (owns no motive power)

Minneapolis, Northfield & Southern Railway

—	10	1200	FM	H12-44	B-B	74,700	249,000	1951	9
—	11	1000	FM	ALT 100.6A	B-B	71,580	238,600	1946	10
—	12	1000	Baldwin	VO 1000	B-B	72,760	242,530	1944	11
—	15	1500	BW	DRS 6-6-1500	C-C	98,940	329,800	1950	
—	20-24	2000	BW	DT 6-6-2000	C-C	106,800	356,000	1948	14
—	25	2400	BLHW	RT-624	C-C	?	?	1953	14
—	30-31	1200	GM-EMD	SW1200	B-B	60,800	246,340	1962	
—	32-33	1200	GM-EMD	SW1200	B-B	60,800	246,340	1964	
—	34-35	1200	GM-EMD	SW1200	B-B	?	?	1965	
—	36-37	1500	GM-EMD	SW1500	B-B	?	?	1966	
—	60	660	Baldwin	VO 660	B-B	59,770	199,265	1940	12
—	61	660	Baldwin	VO 660	B-B	?	?	1942	13

Minnesota, Dakota & Western Railway

—	11-12	470	GE	80-ton	B-B	48,000	160,000	1949	
—	13	470	GE	80-ton	B-B	48,000	160,000	1950	
—	14	470	GE	80-ton	B-B	48,000	160,000	1952	

Minnesota Transfer Railway

—	60-62	660	Alco-GE	S1	B-B	59,000	198,000	1941	15
—	63-64	660	Alco-GE	S1	B-B	59,400	198,000	1946	16
—	90-92	900	Alco	HH 900	B-B	?	?	1939	17
—	93-94	1000	Alco-GE	S2	B-B	69,000	230,000	1946	18
—	100-105	1000	Alco-GE	S4	B-B	71,940	231,800	1951	19
—	200	1600	Alco-GE	RS-3	B-B	64,680	267,620	1951	
—	202	1500	Alco-GE	RSC-2	A1A-A1A	62,205	243,140	1949	20
—	300-301	1500	GM-EMD	SW1500	B-B	59,889	246,420	1967	
—	302	1500	GM-EMD	SW1500	B-B	60,124	246,620	1968	

Railway Transfer of City of Minneapolis (2 locos, specifications unknown to us)

St. Paul Union Depot

—	441	380	GE	44-ton	B-B	22,000	88,000	1941

Notes on Minnesota Shortlines

These rosters are based on data from officials of Preston W. Duffy & Son, MT, MD&W, MA&CR, Nekoosa-Edwards Paper, GB&W, United Electric Coal, DUD, Weirton Steel, Montana Power, Cargo Carriers, and Hyman-Michaels, and are accurate as of the second quarter, 1968. For the purpose of our rosters, a shortline is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomotive builders: Alco Pr., Alco Products; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric; FM Fairbanks-Morse; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) DWP 3609-3614 transferred to Central Vermont 1/65, renumbered CV 3609-3614.

(2) DWP 7902 was originally Grand Trunk Western 7902, then Canadian National 7902, then DW&P 7902.

(3) D&NE 31-34 were originally Elgin, Joliet & Eastern 245, 234, 241, and 405, then D&NE 31-34.

(4) DUD 5 was originally Northern Pacific 99 (1st), then DUD 5.

(5) GB&W 101 sold to United Electric Coal 4/11/56, renumbered 1.

(6) GB&W 506 was originally GB&W 503 (1st), then GB&W 506. GB&W 506-507 were scrapped.

(7) MA&CR 100 was originally Minneapolis, St. Paul, Rochester & Dubuque 100, an electric locomotive, then Central Warehouse Co. 11, then MA&CR 100 (1918), then MA&CR 1 (10/43), then MA&CR 100 (1946). It was rebuilt in 1957 to diesel-electric with Waukesha engine (480 hp.), then again rebuilt with GM diesels. Has been donated to Minnesota Transportation Museum.

(8) MA&CR 110 was originally Fegles Construction Co. ?, then MA&CR 110. It was sold to Hyman-Michaels, not numbered.

(9) MN&S 10 was originally Minnesota Western 10, then MN&S 10.

(10) MN&S 11 was originally MW 51, then MN&S 11.

(11) MN&S 12 was originally EJ&E 482, then MN&S 12 (12/3/54).

(12) MN&S 60 was originally MN&S 600, then MN&S 60.

(13) MN&S 61 was originally MN&S 1, then MN&S 61. It was sold to Cargo Carriers, renumbered 122.

(14) MN&S 24-25 may have been scrapped.

(15) MT 60-62 sold to Relco 12/64.

(16) MT 64 sold to Koppers Co.

(17) MT 90-92 were scrapped.

(18) MT 93-94 sold to Preston W. Duffy, then to Wierton Steel, renumbered 218-219.

(19) MT 101 sold to Preston W. Duffy, then to Montana Power Co., renumbered 101.

(20) MT 202 was originally MSP&SSM 368, then Soo 368, then Soo 370 (2nd), then MT 202. It was converted to B-B wheel arrangement before purchase by MT.

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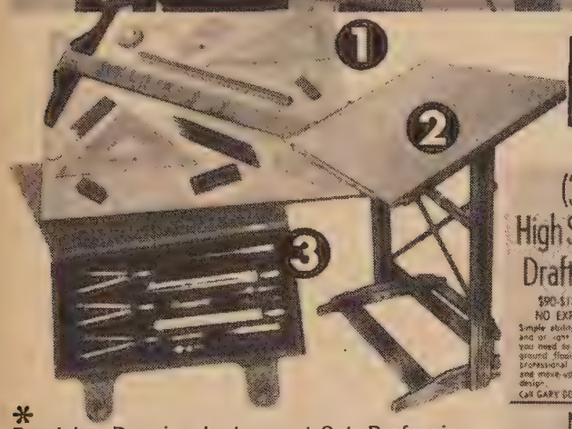

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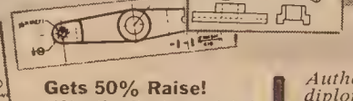

U. S. LABOR DEPT. REPORTS SERIOUS SHORTAGE OF DRAFTSMEN

(The following quotes from U. S. Labor Dept. point out nationwide shortage for Draftsmen)

"The dearth of qualified applicants has resulted in increasing calls for trainees, as employers in many areas relaxed hiring specifications. Experience requirements have been virtually eliminated, along with age barriers."

"Steadily growing employer requirements...were accompanied by marked reductions in the supply of draftsmen available."

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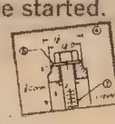

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"My first position after completing your course jumped my income from $350 to $820 per month." —G. W., Tenn.

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Gets 50% Raise!
"Shortly after I completed your course I was made shop foreman. My pay was increased by half." —W. R., New York

No Layoffs!
"Strikes and layoffs are nightmares of the past. Your training has opened the door to a wonderful future for me." —H. O., Ohio

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Passenger Train Survey

by Cleland B. Wyllie

Illinois Central's *Mid-American* pauses briefly at Centralia, Ill., while E-7 A-unit 4009 and E-9 B-unit 4109 take on water. Missouri Pacific Alco RS-11 No. 949 waits at the right for the main with a freight train. Yes, the IC likes passengers.

Photographed August 15, 1968, by Burrell P. Spieth, 509 E. 7th St., Centralia, Ill. 62801

AS PRESIDENT of the Association of American Railroads, Thomas M. Goodfellow naturally shares the AAR's defeatist attitude toward passenger service. This is what he told a subcommittee of the House Interstate and Foreign Commerce Committee in Washington, D.C., the other day: "Reluctantly, we've had to conclude that there simply is no future or need for the passenger train except perhaps in heavily populated corridors." His words make it easy for us to predict that none of AAR's new $2.5 million advertising program will be used to promote passenger travel. Apparently, Mr. Goodfellow hasn't been riding the Seaboard Coast Line lately. Had he done so, he would likely have encountered a lot of people who don't agree with him.

Operating as the key link in a hotly contested travel market between New York City and Florida, the SCL shows aggressiveness, good advertising, and high standards of service. As a result, it keeps business that many other roads have let slip away.

But SCL isn't the only road doing well, even in summer, as I discovered in a 4,000-mile journey from Ann Arbor, Mich., to Miami, going via Washington and returning via New Orleans. The Baltimore & Ohio's *Capitol Limited* was running 18 cars, loaded with passengers. Unfortunately, connecting sleeper service out of Detroit is no longer available; you must ride a coach to Willard, Ohio, before boarding the *Limited*.

The SCL's *Silver Star* left Washington with 18 cars and some 500 passengers. Back out of Miami, the *Silver Meteor* carried 20 cars and plenty of passengers. Even the *Gulf Wind*, jointly operated by SCL and Louisville & Nashville between Jacksonville, Fla., and New Orleans, was well patronized. It left Jacksonville with four coaches, a sleeper, a diner, and two head-end cars.

But service *can* deteriorate. I learned that during the night, cars from the once-proud *Pan American* of the L&N had been hooked onto our train. There were only two coaches, partly filled, an all-but-empty sleeper, and a diner. The diner was a rough rider. Breakfast on it was vastly different from the fine dinner served aboard the SCL diner that came off at Chattahoochee, Fla., where the L&N had taken over operation of the *Gulf Wind*.

Then came the Illinois Central's turn with the *Panama Limited-Magnolia Star* to leave New Orleans with a 10-car train, well filled. The equipment was sparkling clean and smooth-riding and the dining facilities excellent. So perhaps when a railroad wants to please the public there still is a place for passenger trains, despite what Mr. Goodfellow thinks. He should also study the Canadian National.

It now seems likely that CN's long-delayed TurboTrain will start running between Montreal and Toronto this fall, probably two round trips a day with seven-car units (ultimately 14-car units). Meanwhile, CN is operating new equipment between Toronto and Sarnia, also between Toronto and Windsor, in Ontario. These trains have achieved a real breakthrough in the cost of serving meals. The Canadian National's U.S. subsidiary, Grand Trunk Western, also promotes passenger service but has trouble attracting sufficient coach business for the *Mohawk* between Detroit and Chicago.

W. Thomas Rice, the Seaboard Coast Line president, says emphatically, "We want to stay in the long-distance passenger business." SCL handled 9.5 percent more passengers last winter on the *Florida Special*, the *Silver Star*, the *Silver Meteor*, and the *Champion*, than in the previous season, altogether 260,000 riders in about four months, despite a four-day strike during that period. This record can hardly be ignored.

Illinois Central is speeding up and improving service between Carbondale, Ill., and Chicago, a 306-mile route. The new Miami-Corridor service caters to two big state universities. Baltimore & Ohio-Chesapeake & Ohio have come up with Yellow and Blue coach fares based on the idea of CN's Red, White and Blue. There's also a Chessie pass costing $185, good for 28 days of unlimited travel, both coach and Pullman, although sleeping-car room charges are extra, of course. There also are 10-ride tickets as well as group and family fares.

As *Railroad Magazine* reported, the Interstate Commerce Commission has finally asked Congress to authorize a study of the need and means for preserving a national rail passenger service. The ICC likewise came up with a partial train-off decision in the Milwaukee Road's plea to eliminate a round-trip service between Chicago and Madison, Wis., location of the University of Wisconsin's main campus. The Commission ordered the train continued on Fridays, Saturdays, and Sundays and for three-day periods during five major holidays and for similar periods at the beginning and end of semesters.

And the language used by the ICC in its decision ordering that the *California Zephyr* and *City of San Francisco* be continued for a year makes mighty good reading. The Western Pacific was accused of not working very hard to attract more business or reduce expenses. Once again the ICC hit hard at the failure of effective labor-management negotiations to cut wage costs for the train.

Said the ICC: "But the greatest inhibitor of passenger revenues on the *City of San Francisco* is the attitude of the Southern Pacific towards the passengers themselves . . . Service on the *City of San Francisco* is more likely to drive passengers away than to attract them . . . Management admittedly does not want to retain passenger service. No other reasonable explanation found its way into the record."

Thus ICC points the finger at the Southern Pacific, which, along with the New York Central, has been a major assassin of comfortable, traffic-attracting trains. Let us hope the ICC decides it *does* have authority to establish standards of service.

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

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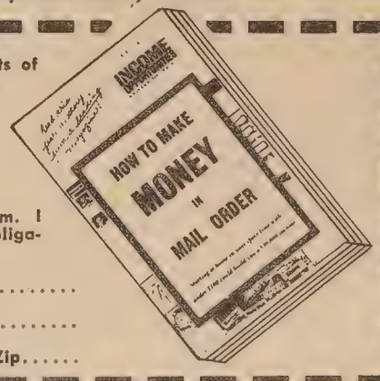

Mail Order Associates, Inc., Dept. 92
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

HOBBY CLUB

conducted by Sy Reich

CONTINUAL growth of the National Railway Historical Society reveals a total of more than 5,100 members in the U.S., Canada, and 15 other countries. Newest chapter is former Central Coast Railway Club, San Jose, Calif., which was granted a charter as the Central Coast Chapter at the Society's recent convention in Baltimore. Other new chapters are: Augusta (Ga.), Coosa Valley (Rome, Ga.), Cape Fear (Wilmington, N.C.), Northern New York (Watertown), Danville Junction (Danville, Ill.), Narragansett Bay (Providence, R.I.), Bucktail (St. Mary's, Pa.).

Sy Reich

Western railfans are irate over a controversy concerning a proposed railroad museum which was supposed to have been established at Aquatic Park in San Francisco but which now appears intended for Sacramento instead. The late Gilbert Kneiss had collected old Western railroad equipment for more than 25 years, according to the San Francisco *Examiner and Chronicle*, and his widow says he had intended to display it in San Francisco. The collection is owned by the Railway & Locomotive Historical Society, and Fred Stindt, Kneiss's successor as chairman of the Pacific Coast Chapter, offered it to the State Parks and Recreation Department for inclusion in a projected Old Sacramento Historical Park.

The department's director, William P. Mott Jr., accepted the offer while apparently favoring conversion of San Francisco's old Haslett Warehouse into a railroad museum. The warehouse was purchased in 1963 as part of a project to set up a museum of transportation. Railroadiana would complement a display of historic vessels, including the *Eureka*, last Bay ferry remaining. Karl Kortum, executive director of the Maritime Museum, was incensed at the Parks and Recreation Department for its director's action, while Stindt indicated that the R&LHS chapter hadn't heard from the museum group for three years, and presumed that the issue of a railroad museum at Aquatic Park was dead. Thus, the collection was designated for Sacramento, where the state has bought the land on which the old Central Pacific began functioning.

According to Stindt, the warehouse is too small to house the entire collection, and the R&LHS is unwilling to break it up, hence the controversy.

Yuletide greeting cards depicting full-color railroad scenes painted by Howard Fogg are being sold at 12 for $2 by Christmas Train Cards, Box 1500, Boulder, Colo. 80302. They feature winter scenes of Eastern and Western steam locos in action. A sample card and a color brochure may be had for the asking.

Howard Fogg, famous for years as a painter of railroad views, was born in New York City in 1917 and has lived in Boulder since 1955. He worked for a short time in the Union Pacific's passenger department as well as for the Baldwin Locomotive Works as an apprentice. An Air Corps pilot during World War II, he was hired in 1946 as company artist by the American Locomotive Co., a position which he held until 1957. Since then, he has been free-lancing; his latest sizable commission consists of 16 oil paitings for the 1969 UP centennial calendar.

A booklet of 14 picture postcards of oldtime New England railroad photos is offered for 75¢ by Stephen Greene Press, 120 Main St., Brattleboro, Vt. 05301. Well-printed on heavy paper stock, the cards are bound with perforations for easy removal, or they may be kept in booklet form. Many locos and cars, including both scenes and close-ups, of the Woodstock, the West River, and the Hoosac Tunnel & Wilmington lines are included.

Lack of a railroading exhibit at the Montreal "Expo '67" fair and its permanent sequel, "Man and His World," has been remedied by a group of about a dozen local railway hobbyists, including Omer Lavallee, supervisor of the Canadian Pacific Speakers Bureau and No. 48 of our *Interesting Railfans* (Dec. 1966). They have set up an exhibit called "Ferrovia" (Latin-Italian word for railroad) in the former State of Maine pavilion. A large display of photographs and models, more than 200 exhibits, was set up by the Montreal Public Works Department, with the display material provided by the new Ferrovian Society. Largest model on exhibit is a 2-inches-to-the-foot replica of a CPR class H-1 Hudson built in 1946 at Angus Shops and used for years as part of a Christmas amusement train ride in a Montreal department store. It was retired several years ago, and Lavallee rescued it from storage in Angus Shops. Train sounds and a slide show augment the exhibition, which is now closed for the season but will reopen next spring.

Alaska Railroad photograph calendar for 1969 is now available for $2 from NRHS Alaska-Yukon Chapter, Box 2248, Anchorage, Alaska 99501. Measuring 8½x11½, it contains 12 large photos, printed on textured paper and perforation-bound for removal of individual leaves.

Louise Mongeau gives an indication of the size of the CPR Hudson model now on display in the *Ferrovia* exhibit in the Montreal fair (see item below).
Montreal Daily Star

Annual dues for membership in the Pennsylvania Research and Information Association are $3, not $1.50, as our October issue stated, advises president Elmer M. Steuernagel. A $1 initiation fee is charged. Address of the organization is 515 Miranda Rd., Pittsburgh, Pa. 15241.

Owen Davies, the dealer in railroadiana whose death we reported last month, had been appointed, just a few days before his passing, exclusive selling-agent for the huge collection of trolley photos, negatives, and books left by juicefan Barney Neuberger, who died a year ago. Many duplicate items were to be sold individually, though the negative-photo collection was to have been offered only as a unit. Now we understand that Douglas Wornom, New York railfan and dealer, will manage the railroad department of the Owen Davies bookstore, which Mrs. Davies is continuing at the same address, 1214 North LaSalle St., Chicago, Ill. Douglas will handle disposition of the Neuberger collection.

Daniel Crotty's enquiry in our October issue about Morse telegraph circuits still in operation is answered by Water Matuch, Jersey Central third-trick operator at Bound Brook Jct. (with the Reading), N.J., as follows: "On the CN we use Morse between Phillipsburg, N.J., and Scranton, Pa. The main area of operation is between Nesquehoning Junction and Ashley, Pa., about 50 miles. On the Central

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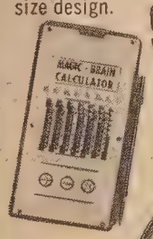

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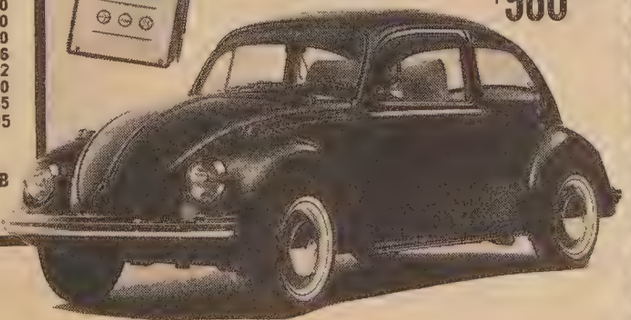

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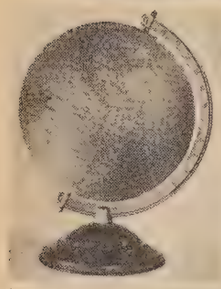

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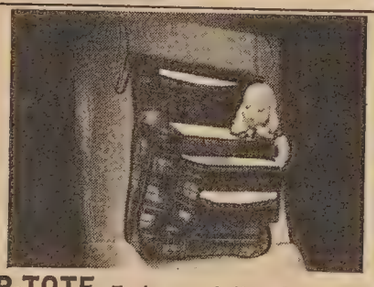

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Division, Jersey City to Phillipsburg, the circuits are now inoperative, but in some towers the keys and sounders are still in place: FH (Singers), GW (Spring St.), XC (Cranford), QN (Plainfield), BT (Newark Transfer).

"The tower I work in is one of the oldest left. Built around 1900, it is of the 'armstrong' type (manually-operated switch levers), has ice delivered each morning by the Bound Brook drill, and has a pot-belly stove as its sole source of heat. The only modern touches are a company telephone and a new fire extinguisher. Here is a setting in which railroading still has that mystical and intriguing quality reminiscent of a century ago."

Early this year the Scotian Railroad Society, Box 798, Armdale Postal Station, Halifax, Nova Scotia, Canada, was formed to promote interest in railroading and railway history in the Maritime Provinces. "We have a very active group here," writes president Gary Pollock, "and surprising progress has been made in a short time." Official club publication is *The Maritime Express*, a nicely-done, photo-offset, illustrated quarterly (in which there is room for improvement in picture reproduction). An old wooden Canadian National baggage car, donated to the club, will be used to display railroadiana provided by members. Monthly meetings are held; excursions and other activities are planned. Annual dues are $4 regular, $3 associate.

Former PRR business car *Cape Charles* is for sale by its present owner, Carroll Park & Western RR., Carroll Park, Bloomsburg, Pa. 17815, reports Clifford Stahl II, assistant general manager. Built in 1928 at Altoona Shops, it served division superintendents mainly in the Delaware-Maryland peninsula districts. In 1934, it became the first Pennsy business car to have air-conditioning installed. Its name was changed to *Alice-May* after acquisition by CP&W in 1960.

"Thank you for the coverage you afforded *Passenger Train Journal* in the September *Railroad Magazine*," writes editor-publisher Kevin McKinney, 2042 East 72nd Pl., Chicago, Ill. 60649. "We started getting responses almost before *Railroad* hit the news-stands here."

A 27-page catalog of reprinted drawings and photos of old PRR locos, cars, etc., has just been issued for $1 postpaid by Edwin P. Alexander, Upper River Road, Box 333, Yardley, Pa. Entitled *Pennsylvania Railroad Locomotives and Cars, Stations, Bridges, and Structures Information and Data Book*, it lists reproductions of original plan drawings available and contains car-design information, train consists, and miscellaneous oldtime data. A catalog of similar material from other railroads is due out soon, also for $1.

Recently the Cleveland *Plain Dealer* (September 1-7) carried a series of six realistic feature articles by Harry Christiansen on the status of railroad passenger service in Ohio, with many historical and current photos.

A longtime railfan, C. Austin Miles, Jr., 341 Cottrell Ave., West Collingswood, N.J., recalls riding in a cab with his uncle, Willis Miles, a Jersey Central engineer. "One day," he says, "a gasoline truck crossed immediately in front of the engine at Seabright, N.J. Uncle Willis stopped his train in time for all passengers to get off safely, but he was killed." Austin offers to make copies of tape for railfans without charge except the cost of the tape itself, plus postage. When writing him, enclose a self-addressed stamped envelope.

Along the Steam Trail

Construction is progressing on the 3-foot-gage Colorado Central, using the right-of-way of the old Colorado Southern narrow-gage between Black Hawk and Central City. Motive power will be two outside-frame 2-8-0 steamers (Baldwin, 1921), which hauled bananas in El Salvador until recently. Nos. 40 and 44 were purchased from International Railways of Central America, according to *Intermountain News*, bulletin of the NRHS Intermountain Chapter at Denver. Rolling stock will include three open-side coaches built by the CB&Q in 1948 for the Chicago Railroad Fair and purchased several months ago from the Black Hills Central tourist railroad in South Dakota.

Another former banana-peeler (oops, puller), a Porter 2-6-0 built in 1901 and used by United Fruit Co. in Guatemala, was acquired in 1964 by the LaPorte County Historical Steam Society for the narrow-gage "Flying Dutchman Railroad" in their historical-exhibit park at Michigan City, Ind. The Mogul, No. 2, has been refurbished for use as a tourist attraction on the 2½-mile line.

Until recently Magma Arizona Railroad at Superior, Ariz., was a stronghold of steam because of the interest of Frank Sarver, one of the founders of the Magma Copper Co., who died about a year ago. Now it has bought a Baldwin diesel switcher from the Medford Corp., of Medford, Ore., reports the *Western Railroader*. The 100-ton, 800-hp. unit, built in 1952, is the only Baldwin diesel ever built with dynamic brakes. It carries road No. 8. We believe the line's two steamers have been kept for standby service.

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Steel-frame basket with 3 ft. long poly-plastic bags. Lies flat on ground as you rake leaves and litter. Bags close with ties. Comes with 12 giant 3 bushel bags and ties. Refill has 10 bags, 20 ties.
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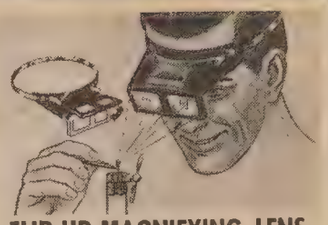

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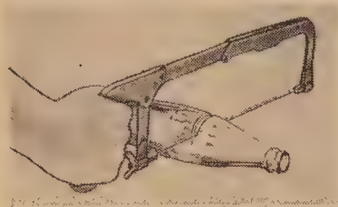
6477—Head-Band Magnifier $4.98



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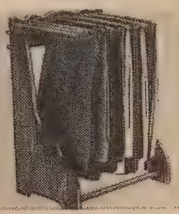
Tungsten-carbide blade has cutting ability similar to diamond family. Zips through glass, bricks, steel, metals, wire rope, etc. Cut through a thick metal file in two minutes or a piece of glass without breakage in one minute. Fits any hacksaw.
6611—Jet Hack $2.79



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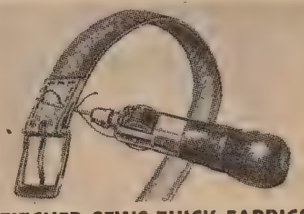

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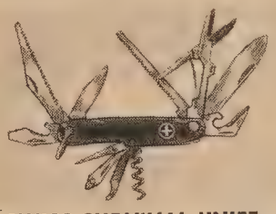

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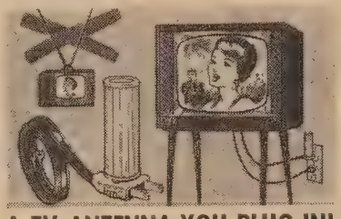

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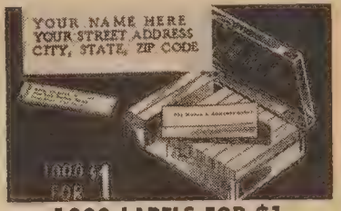

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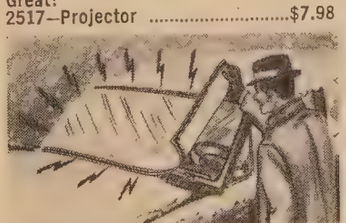

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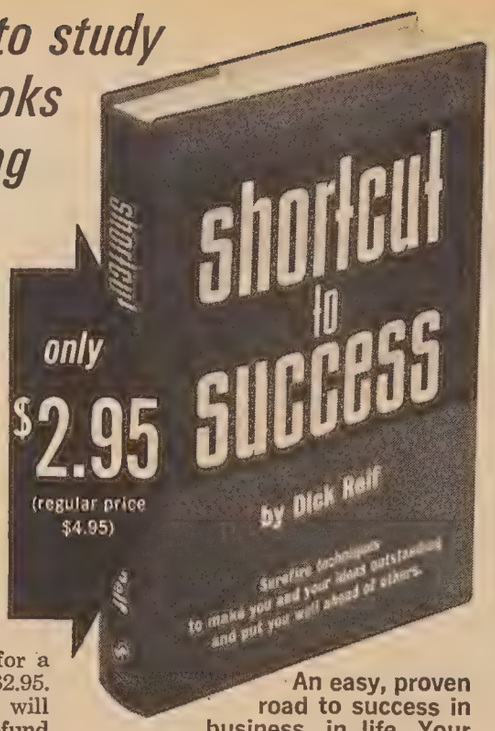
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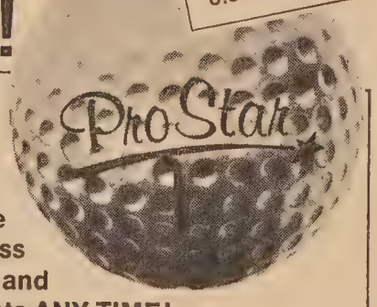

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An illustrated catalog of 8mm. movies and 35mm. slides of British steam trains, ships, and other transport subjects is sold for 50¢ by Meteor Film Services, 12 Central Rd., Worcester Park, Surrey, England. A sample slide will be included; we were favorably impressed with a few we have seen. A sample reel of movie film, about 50 feet, sells for $4.

The two Union Pacific steam locos formerly stored at Green River, Wyo., as reported in our October department, have been moved to Cheyenne, says Bruce Collins, 4 Prospector Village, Golden, Colo. 80401. Both 2-10-2 No. 5511 and 4-8-8-4 "Big Boy" No. 4006 have joined a 4-8-8-4, a 4-6-6-4, and 4-8-4 No. 8444, the UP's noted fantrip loco, at Cheyenne. No. 8444 will probably be used in the Golden Spike centennial celebrations next year.

Consolidation No. 15, pictured in our September issue, has been retired and is on exhibit at the Steamtown display area, advises Donald S. Robinson, Green Mountain RR. trainmaster and rules examiner, Chester depot, Vt. A broken piston caused her withdrawal from operation several weeks before boiler inspection was due. The wooden coach at the end of the train in the upper photo, he writes, is actually ex-Rutland, not Boston & Maine, while the baggage car in the lower photo is really ex-B&M, not Rutland. "The latter car and the caboose next to it are mine, and are being reconditioned for personal occupancy," says Don.

And GMRR freight traffic manager R. W. Nimke adds: "No. 15 is owned by the Monadnock, Steamtown & Northern Amusement Corp., not Steamtown. The Green Mountain owns three steam locos: 1246 and 1293 (ex-CP) and 89 (ex-CN). Our two diesels are ex-D&H 3036 and ex-Rutland 405. We had to place our enginehouse at North Walpole off limits to the public, due to the stealing of parts and tools. We deeply regret this; we know it was a good location for picture-taking."

Pennsy D-16 No. 1223, the 4-4-0 leased to Strasburg Rail Road, was used in making a movie version of *Hello, Dolly* at Garrison, N.Y., on the old New York Central main line along the east bank of the Hudson River. The town, with local co-operation, was disguised as a village of the 1890's, and No. 1223 was painted garishly for an exaggerated representation of a NYC & Hudson River loco of the period. Several Strasburg coaches were also used, including an open-sided car built at Strasburg for the movie. All are back at Strasburg, and now in service there, still in their movie paint. So says L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. ●

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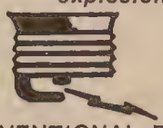
- **get up to 5 more miles per gallon of gas**
- **add up to 30 more horsepower to your engine**
- **save $100 each year for you, year after year while you use the cheapest grades of gasoline!**

THE IMPORTANT DIFFERENCES BETWEEN ORDINARY SPARK PLUGS AND JET-FIRE FUEL IGNITERS

Your car's power comes from tiny explosions of gasoline vapor and air in your cylinders. The bigger the explosions, the faster you go.



SPARK PLUGS *NARROW SPARK*

CONVENTIONAL PLUGS explode this mixture with a spark jumping across an air gap. The spark is just 35-thousandths of an inch across — not wide enough to explode all the fuel in the cylinder. Unburned gas escapes through your exhaust. In time, the electrodes become eroded and caked with carbon. The gap widens, the spark gets narrower, you lose more power, waste more fuel... and finally have to replace your plugs.

JET-FIRE FUEL IGNITER *WIDE SWATH OF FLAME*

JET-FIRE FUEL IGNITERS use no sparks. Instead a fanning swath of flame walks across a semi-conductor bridge from one electrode to another, exploding far more fuel, getting far more power. There is no gap that can widen, and carbon deposits actually improve performance. They do not have to be adjusted or replaced—*ever!*

Spark plugs are obsolete! Now there's a far better way to run your car.

With conventional spark plugs, only a fraction of the fuel that enters your cylinders is turned into power. The rest escapes through your tailpipe as unburned vapor. That is because their spark is so narrow—only 35-thousandths of an inch wide—that it cannot possibly ignite all the fuel mixture in the cylinder. As plugs get older, their sparks get narrower and less efficient till they have to be replaced.

New Jet-Fire Fuel Igniters do a far better job of turning gasoline into power. Instead of a narrow spark, they send out a wide swath of flame that "walks" across a semi-conductor tip, fanning out in all directions and exploding far more fuel in the cylinder.

Proof That You Get Up To 30 Horsepower More

Jet-Fire Fuel Igniters look like spark plugs merely because they have to be screwed into the spark plug socket. But what they do is far different. Here's how to prove it:

1. **Run your car till it's fully warmed up.**
2. **Stop on a perfectly level stretch of road.**
3. **Put the car in Drive (1st gear with manual transmission), and see how fast the car rolls at idling speed.**
4. **Remove plugs and install Jet-Fire Fuel Igniters (a 10-minute job).**
5. **Now see how fast your car rolls at idling speed. You can expect it to go 4 TO 6 MILES PER HOUR FASTER without touching the gas pedal—dramatic proof that Jet-Fire Fuel Igniters increase engine RPMs by 100 to 150 with no increase in gas consumption. (At high speeds, RPMs increase by 300 to 350.)**

So, first thing, you can reduce the gas flow by adjusting the idling screw, and **start saving money before you've even driven a mile!**

(At the same time, you can make your air-to-gas mixture leaner. Fuel Igniters require only a 15:1 ratio instead of the conventional 9:1. It's a simple adjustment that you or your mechanic can make in one minute. It provides even greater economy.)

Start driving and you'll notice even more improvement—up to 30 more horsepower of acceleration power, climbing power, and passing power. All this while burning less gas!

SWITCH TO REGULAR

The next time your gas gauge gets near the "Empty" mark, tell the attendant to fill it up with REGULAR! Chances are you'll no longer need premium which costs four to eight cents more than regular gas.

And this second saving is only the beginning. Jet-Fire Fuel Igniters provide easier cold-weather starts... and that means less drain on your battery, and no drain on your patience as you try to get started.

NO REPLACING OR ADJUSTING EVER

The more you drive, the better your Fuel Igniters perform. They don't become eroded, wear out or require adjusting. And carbon build-up—the natural enemy of old fashioned plugs—actually makes fuel igniters perform better. Carbon becomes an additional carrier for the igniter's big jet flame.

So there you have a third saving. One set of fuel igniters will last the life of your car!

Invented To Save Air Force Lives— Now They Can Save You Money

Jet-Fire Fuel Igniters were first developed to save airmen's lives. During World War II, there were times when more men were killed by spark plug malfunction than by enemy action. A failure-proof replacement was needed, and Fuel Igniters did the job. Both the Navy and Air Force have approved them for jet engine use.

Now at last they have been modified for automobile use. They won't save your life, but they can save you big money—up to $100 a year with ordinary driving.

Some day, all cars may come equipped with Fuel Igniters like these. But why wait when you can install a set yourself now. Just mail the coupon with the make and model of your car, and we'll rush you a set with full instructions. **Just $12.80 per set of 8 ppd., $9.60 per set of 6 ppd.**

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
CENTURY OF SP STEAM LOCOS, Guy Dunscomb	$20.00	($19.00)
RAILS TO OCHOCO COUNTRY, by Due-Juris	$ 7.95	($ 7.55)
AMERICAN RAILROAD JOURNAL, Vol. 2	$ 5.95	($ 5.65)
SP MOTIVE POWER ANNUAL, by J. A. Strapac	$ 3.50	($ 3.35)
CHARLES MORGAN, etc., by James Baughman	$10.00	($ 9.50)
THUNDER IN MOUNTAINS, by H. Johnston	$ 6.95	($ 6.70)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
TO HELL IN A DAY COACH, by Peter Lyon	$ 5.95	($ 5.65)
PICTORIAL ENCYCLOPEDIA OF RYS.	$10.00	($ 9.50)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.70)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
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DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
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THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
CANADIAN NATIONAL RYS., Stevens, 2-vol. set	$15.00	($14.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

BOOKS OF THE RAILS

RAILS TO THE OCHOCO COUNTRY: *The City of Prineville Railway*, by John F. Due and Mrs. Frances Juris, 236 pages, 5½x9", hard covers, illustrated, Golden West Books, $7.95.

This unusual, municipally-owned, Oregon shortline supported Prineville to the extent that until recently its residents paid no local taxes. We covered the story briefly in our September '66 issue in an article by Dolores Johnson; now the whole saga is told in a well-written book from pioneer days to the present, including many rare old photos. Facts and statistics enhance the interesting narrative. John F. Due is known for his material on shortlines and interurbans, while Mrs. Juris is Prineville's city recorder and treasurer and is secretary of the city's Railway Commission. Their joint effort has been worthwhile.

MINING CAMP DAYS, by Emil W. Billeb, 229 pages, 6x9½", hard covers, illustrated, Howell-North Books, $5.

Here is an autobiographical sketch of life in old time California and Nevada mining camps: Bodie, Tonopah, Benton, Goldfield, and others. Railroads played an important part in mining operations even in the frontier times of which Billeb writes, and he overlooks neither trains nor other forms of transport. The book is nicely compiled and printed, with many photos well reproduced, and holds our interest with its flavor of authenticity; the author writes from his own experience.

AMERICAN RAILROAD JOURNAL, Vol. 2, 1967-'68, 96 pages, 8½x11½", hard covers, illustrated, Golden West Books, $5.95.

The *Journal* is a high-quality magazine of articles on railroad subjects in book form. Many intriguing old illustrations accompany stories such as *The Janus: A Locomotive's History Revised,* in which John H. White, the Smithsonian Institution transportation curator, presents new evidence in an attempt to straighten out the confusing history of the only Fairlie-type locomotive built in the U.S.; *The Cable Car in Grand Rapids,* by George W. Hilton, a fascinating account of one of the least-known and shortest-lived American cable streetcar systems; *The Railroad Tramp,* by publisher Donald Duke, a look at the heyday of hoboes; *Speed Run,* by Roger Valentine, the fastest trip ever made on the old Lake Shore & Michigan Southern (in 1895); *Railroad Logging on Arizona's Flagstaff Lumber Co.,* by Robert Trennert; and other highly readable subjects.

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A RAILFAN'S GUIDE TO WASHINGTON STATE, published by Tacoma Chapter of NRHS, Box 340, Tacoma, Wash. 98401, 69 pages, 8½x11", two photos and a map, loose-leaf bound in soft covers for addition of intended supplements, $2.

This seems to be the most comprehensive guide of its kind to particular areas which has appeared recently, and represents a fine job of compiling and presenting information on where and how to see just about everything in the state which might attract railroad buffs. Sections classify main lines, short lines, industrial railroads, amusement lines, stationary displays, etc. With large type, easy to read, it is a handy and most useful companion for visitors to Washington.

SOUTHERN PACIFIC MOTIVE POWER ANNUAL, 1967-'68, by Joseph A. Strapac, 47 pages, 8½x11", soft covers, illustrated, Chatham Publishing Co., $3.50.

A comprehensive survey of contemporary SP locomotives, this is a "must" for diesel enthusiasts. It gives rosters, descriptions, and numerous pictures and brings the information in the 1966-'67 *Annual* up to date. It is printed on rough-grain paper which, in our opinion, impairs the high quality of photo reproductions, but to have so many data in one handy book is a boon to SP fans and a good reference work for general students of present-day railroading. In future years it is bound to be valuable for its historical contents.

PIONEER ARIZONA RAILROADS, by David F. Myrick, 30 pages, 6x9", soft covers, illustrated, Colorado Railroad Museum, Box 641, Golden, Colo. 80401, $1.50.

Here is a short but appealing chronicle of early railroading in Arizona, ably written and with many sharp, rare photos of bygone days. The author is active in Western historical associations and previously wrote the two-volume *Railroads of Nevada and Eastern California.* His latest work is beautifully done and nicely printed on smooth paper for finest photograph reproduction.

He Disliked Railroads

MARTIN VAN BUREN was no railfan. On Jan. 1, 1829, when the future President was Governor of New York State, he wrote the following letter to President Andrew Jackson:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads." The Federal Government must preserve the canals for the following reasons:

1. If canal boats are supplanted by "railroads," serious unemployment will result. Captains, cooks, drivers, hostlers, repairmen, and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for the horses.

2. Boat builders would suffer; and towline, whip, and harness makers would be destitute.

3. Canal boats are absolutely essential to the United States. In the event of the expected trouble with England, the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

For the above-mentioned reasons the government should create an Interstate Commerce Commission to protect the American people from the evils of "railroads" and to preserve the canals for posterity. As you know, Mr. President, "railroad" carriages are pulled at the enormous speed of 15 miles per hour by "engines," which in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to the crops, scaring the livestock, and frightening women and children. The Almighty certainly never intended that people should travel at such break-neck speed. •

Central Vermont 2-8-0 engine No. 4, class N-5a, was wheeling the Palmer-Brattleboro local across the Connecticut River bridge at East Northfield, Mass., with a high cold wind blowing the smoke plume in front of her, when David Plowden made this photograph one February day in 1957.

Rock Island will soon have in service ten new General Electric Model U33B diesels, similar to No. 291. Powered by a 16-cylinder, four-stroke cycle engine, the 8-wheel locos are rated at 3,300 hp. each, making them the highest horsepower-per-axle diesel-electric locomotives now being built in the United States.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our January department is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

G.M. ALEXANDER, 706 N. Jackson St., Palestine, Tex., collects old annual rr. passes, tts.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells elec. lines negs. No list.

RIK ANDERSON, 508 E. 7th St., Atlantic, Iowa 50022, trades orig. 35mm color slides. Buys color pix, slides, negs. of CRI&P steam or diesel.

CECIL BARRETT, 306 First St., Saskatoon, Sask., Canada, sells size 116 pix Canadian rrs., trolleys. List and sample 50¢. Will buy R&LHS Bull. 83.

L.H. BEAUDOIN, RFD 2, Blush Hill, Waterbury, Vt. 05676, trades orig. 35mm slides of diesels in his area for those of B&LE or western Pa. shortlines.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana, RPO cancellations. Trades B&ML, CNS&M tkts.; sells FEC pix.

FELIX BRUNOT, 411 Seymour St., Valdosta, Ga. 31601, sells 3½x5 diesel pix. (SSE) Sells or trades 2¼x3¼ diesel negs. of SCL, SOU, CG.

JIM BUSINGER, 2045 Ridgeland Dr., Avon, Ohio 44011, sells tts., rr. books, airbrake books. (SSE)

E. CAPPON, 3238 Elwood, Grandville, Mich. 49418, buys 35mm slides and 3½x5 color pix of IC GP40's, C636's.

H.E. CHELF, 1703 W. Tiffany St., Peoria, Ill. 61614, sells 3x5 steam pix. (SSE)

K.F. CHIVERS, 67 Somerset St. W., Ottawa 4, Ont., Canada, will sell 7/09, 1/13, 10/16 issues of Railroad Magazine; old issues Western RRer, Pacific News, etc.

BILL CHRISTENSEN, 89-29 212th St., Queens Village, N.Y. 11427, trades emp. tts., safety rulebooks, tkt. punches, crew sheets.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima bldr. photos, catalogs.

J.C. CONDE, 156 Starlite Dr., San Mateo, Calif. 94402, will trade 1947 Loco. Cyclopedia for '44 edition, mint cond.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780. sells switch keys, coach key, owner plates, railroadiana. (SSE)

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells orig. color slides.

LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, buys pix RDG locos on Lancaster-Quarryville br. prior to 1917, PRR steam pix on Lancaster-Quarryville line 1917-'52.

HAL DAVISON, 611 3rd St. N.W., Austin, Minn. 55912, sells pix, negs., tts., emp. mags., other railroadiana. (SSE)

VINCENT DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J. 07417, buys 3½x5 color or b&w pix EL, CN, CP, NYNH&H pass cars.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 20¢. Buys, sells CN, CP, TH&B steam negs.

FRANK DIFALCO, Box 269, Keene, N.H. 03431, sells mags., pix, other railroadiana. (SSE)

BERT DOCKALL, 607 W. Cameron St., Rockdale, Tex. 76567, trades, buys switch keys; trades other railroadiana.

Chaplain A.L. DOMINY, Marine Corps Base, 29 Palms, Calif. 92278, wants rr. teaspoons, all roads; has flatware, badges, keys, lanterns, pix, to trade.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys, trades Canadian railroadiana; trades 1923 Off. Guides.

BRUCE DOUGLAS, 200 Huron St., Stratford, Ont., Canada, sells 9x24 drawings of Canadian steam.

PAUL DOUGLAS, 2000 Broadway, Vancouver, Wash. 98663, buys, trades negs. Trades loco books.

LARRY EASTON, 568 Oak St., Neenah, Wis. 54956, trades Soo caboose negs., sizes 620, 116, 122.

TOM EBRIGHT, 2 Peabody Terr., Cambridge, Mass. 02138, buys info. and pix Mt. Gretna n.g. railroad.

BUCK EVERS, Treby, Salisbury Rd., Godstone, Surrey, Engl., sells "Mersey Ry. Elec. Stock," $2.

LELAND FEITZ, 716 E. Washington, Colorado Springs, Colo. 80907, sells his 32-pg. book on Cripple Creek rrs., $1.25.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, buys erection and sectional drawings of a 4-8-2. (SSE)

HAL FLETCHER, 42-64 65th Pl., Woodside, N.Y. 11377, buys and sells rr. books.

J. GLOEKLER, 8239 Aldea St., Dublin, Calif. 94566, sells tts., menus, pamphlets, annual reports, maps, postcards, etc. List for 12¢, stamps.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked rr. dining-car silverware.

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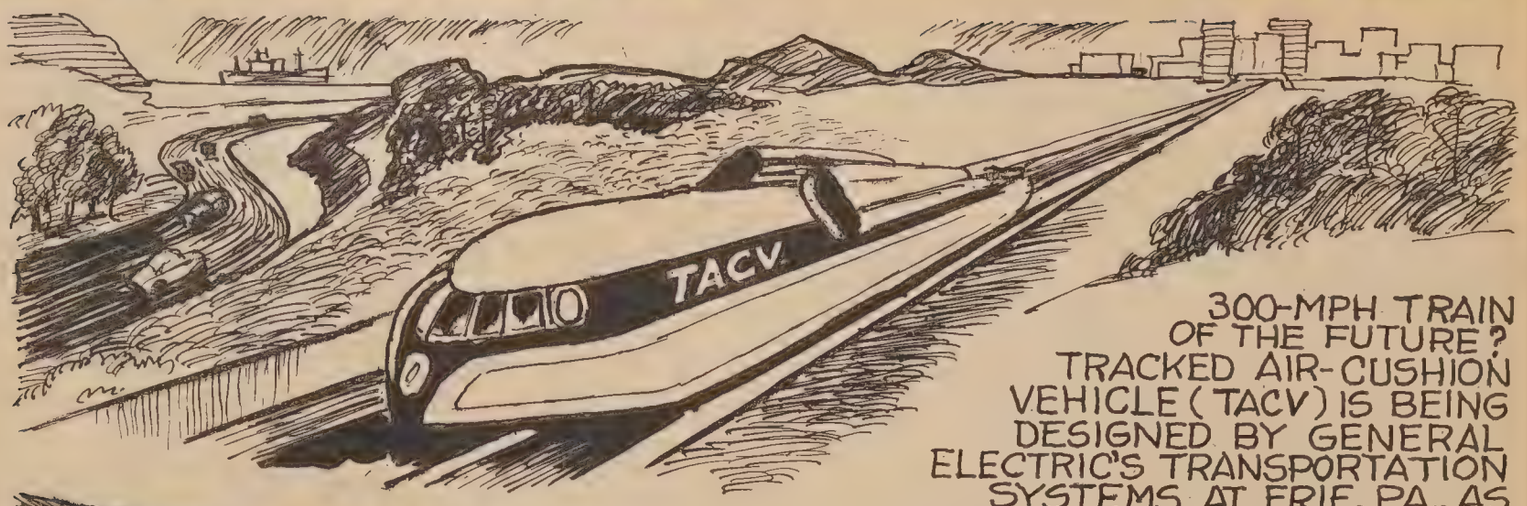
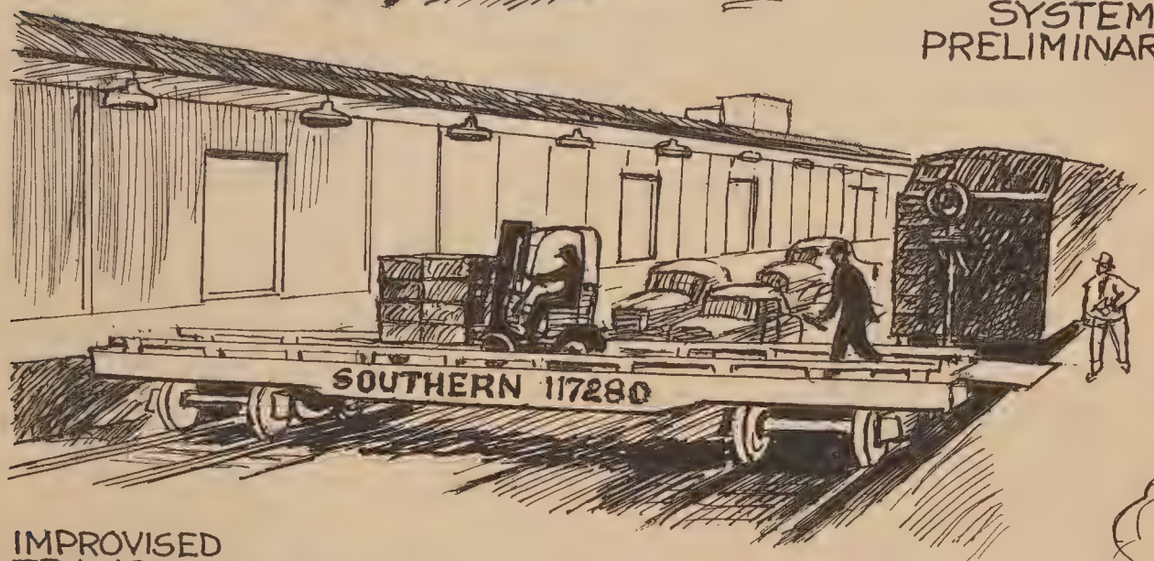
ALONG THE IRON PIKE

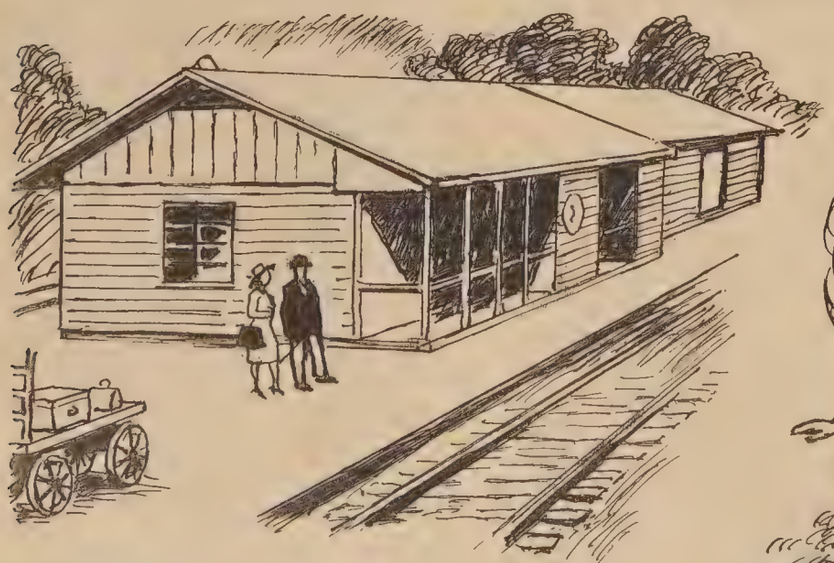
by Joe Easley



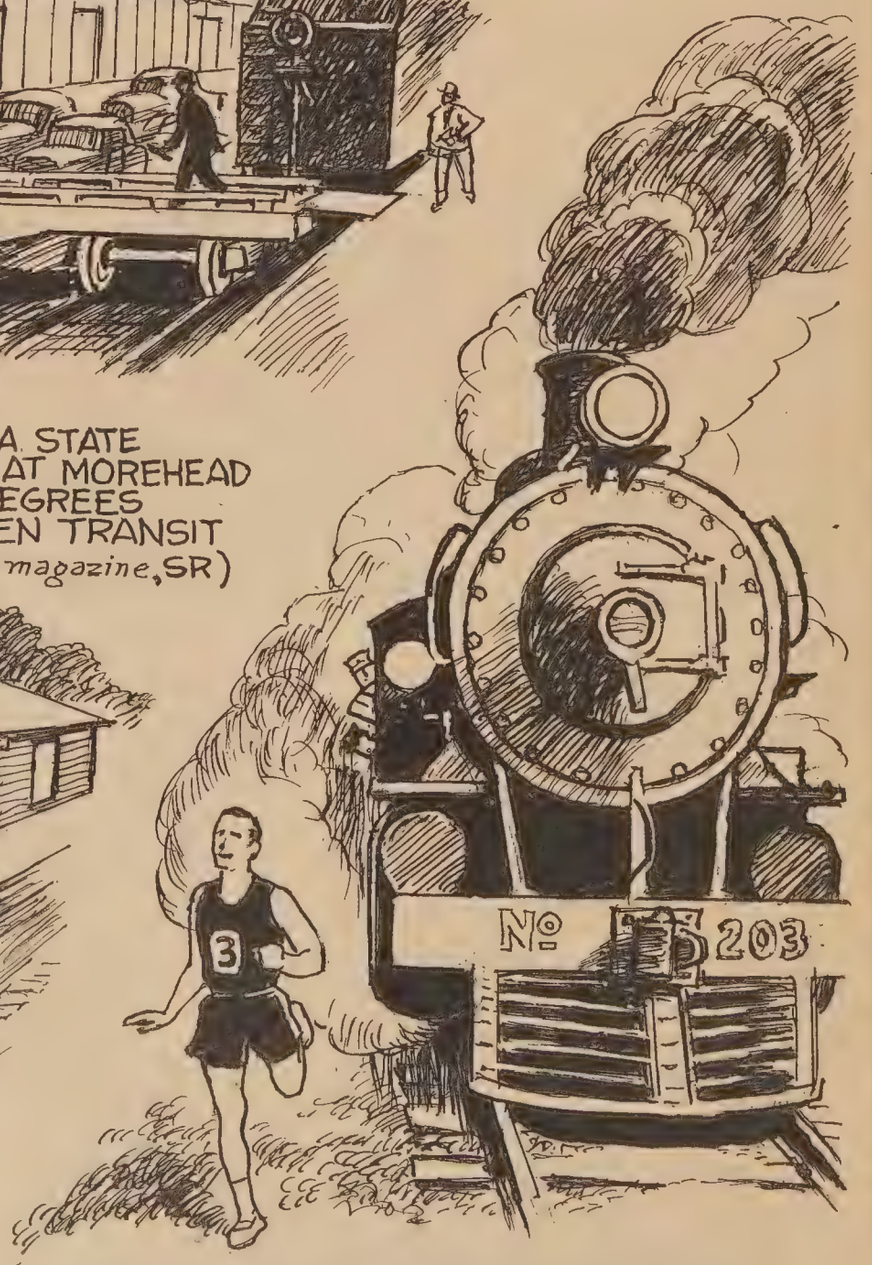
300-MPH TRAIN OF THE FUTURE? TRACKED AIR-CUSHION VEHICLE (TACV) IS BEING DESIGNED BY GENERAL ELECTRIC'S TRANSPORTATION SYSTEMS AT ERIE, PA., AS PRELIMINARY STUDY FOR U.S. DEPARTMENT OF TRANSPORTATION.



IMPROVISED TRANSFER TABLE: SOUTHERN RY. FLATCAR, GIVEN TO NORTH CAROLINA STATE PORTS AUTHORITY, HAS NOVEL USE AT MOREHEAD CITY, N.C. TRUCKS TURNED 90 DEGREES MAKE MOVABLE BRIDGE BETWEEN TRANSIT AND STORAGE SHEDS. (*from* Ties *magazine*, SR)



DESPITE NATION-WIDE TREND TO GET RID OF RAIL PASSENGER DEPOTS, GREAT NORTHERN HAS JUST BUILT NEW ONE MIDWAY BETWEEN MT. VERNON AND BURLINGTON, WASH.



PREPARING FOR OLYMPIC MARATHON AT MEXICO CITY, RHODESIAN RUNNER MATHIAS KANDA WAS PACED BY STEAM-POWERED TRAIN IN HIS NATIVE LAND.

LLOYD GRAHAM, 3416 SE Vineyard Rd., Milwaukie, Ore. 97222, buys rr. police arm patches and badges.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pitts., LA, SF Muni, SIRT, etc.; list free; specify subject.

TOM GRECO, 4004 Maple St., Omaha, Neb. 68111, buys B&O Capitol dome condr. hat badge, old B&O emp. tts.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, swaps old rr. stock certs., Poor's Manuals.

WILLIAM HELGASON, 6901 Leutershausen, Goethestr. 19, Germany, will buy blueprint of N&W 2-6-6-4 class A.

JIM HICKEY, 3306 Greenlawn Pkwy., Austin, Tex. 78757, will trade 35mm slides with Sacramento, Salt Lake City, K.C., or Idaho fans.

HAROLD HODGE, 19788 Pasadena St., South Bend, Ind. 46616, buys tapes of rr. sounds.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells orig. 35mm color slides steam, diesels. List and sample 30¢ plus SSE.

GENE HULL, 203 E. 16th St., North Little Rock, Ark. 72114, needs 4-4-0 wreck photos to use in historical book.

C.W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind. 46805, sells size 620 or larger steam pix, negs. Lists by individual rr. available.

DON JILSON, Box 12, Lowman, N.Y. 14861, wants DL&W Phoebe Snow railroadiana.

DICK JONES, 38 Mackinnon Ave., Padstown, N.S.W., Australia, trades color slides of trolleys in Brisbane, Melbourne, Adelaide, Bellaret, and Bendigo for those of U.S. trolleys.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells dupl. slides Boston trolleys, trolleybuses. (SSE)

BOB KERKER, South Bethlehem, N.Y. 12161, sells, trades tts., emp. tts., rulebks., train orders, Off. Guides. List 12¢, stamps.

JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa. 18255, will buy pix LV diesels 109, 111, 136, 139, 157, 290, 604.

JEFF KOVACS, 982 Sap Spring Rd., Perth Amboy, N.J. 08861, will sell or trade Freeman Hubbard's "Great Trains of All Time," very good cond.

JOHN KRAVE, 429 Ford Bldg., Detroit, Mich. 48226, will buy H. Reid's "Virginian Ry.," good cond.

J.P. KRZENSKI, 144 Hawthorne Ave., East Islip, N.Y. 11730, sels 5x7, p.c., 3½x5 size pix LIRR diesels, equip., stations, etc. Sample, details, SSE.

Capt. FLOYD KUNZWILER, Police Dept., Oswego, N.Y. 13126, wants poems by Pat Fennel (pen name Shandy McGuire), deceased, RW&O telegrapher.

DON LAURITSEN, 26 Grove St., New York, N.Y. 10014, sells 18x36 detailed chart of 4-6-4.

DON LIGHTBODY, 80 Brunswick St., Truro, N.S., Canada, buys quality color slides of CN steam.

ELVIN LIQUE, 1051½ 2 St., Wausau, Wis. 54401, buys 35mm color slides Muskingum Elec. Ry. units, Kaiser Steel U30C's, IC U33C's, C636's.

MIKE McCORMACK, 233 Amory St., Boston, Mass. 02130, will buy 1 and 3/39, 2 and 3/52 issues of Railroad Magazine.

T.G. MIEURE, 6216 W. Grand Ave., Gurnee, Ill. 60031, buys info. on IC steam, frt. cars, pass. cars.

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys C&NW tts. 1848-1958.

TIM MITIN, 1009 W. Allen St., Midland, Mich. 48640, will sell 1912-'13 tts. of L&N, CM&SP, MPIM, B&O, WP, PRR, Salt Lake Rte.

BRUCE MOFFAT, 6727 N. Loron St., Chicago, Ill. 60646, buys CRT tts. Stock Yards, Kenwood, Normal Park branches 1938-'47, good cond.

AL MORRISON, 176 W. 13th St., New York, N.Y. 10011, will sell Railroad Magazine 9/44 thru 1/53, missing 10/44, 3/47, 6/47, 10/47, 3/48.

E.W. MOUL, 406 Country Lane, Narberth, Pa. 19072, buys Rdg. emp. tts.

JON NELSON, 9911 W. Broadview Dr., Miami, Fla. 33154, buys FEC railroadiana, RPO cancellations; sells FEC pix, tkts.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana; list 10¢.

MIKE PEEL, 821 Grand Ave., Connersville, Ind. 47331, buys switch keys.

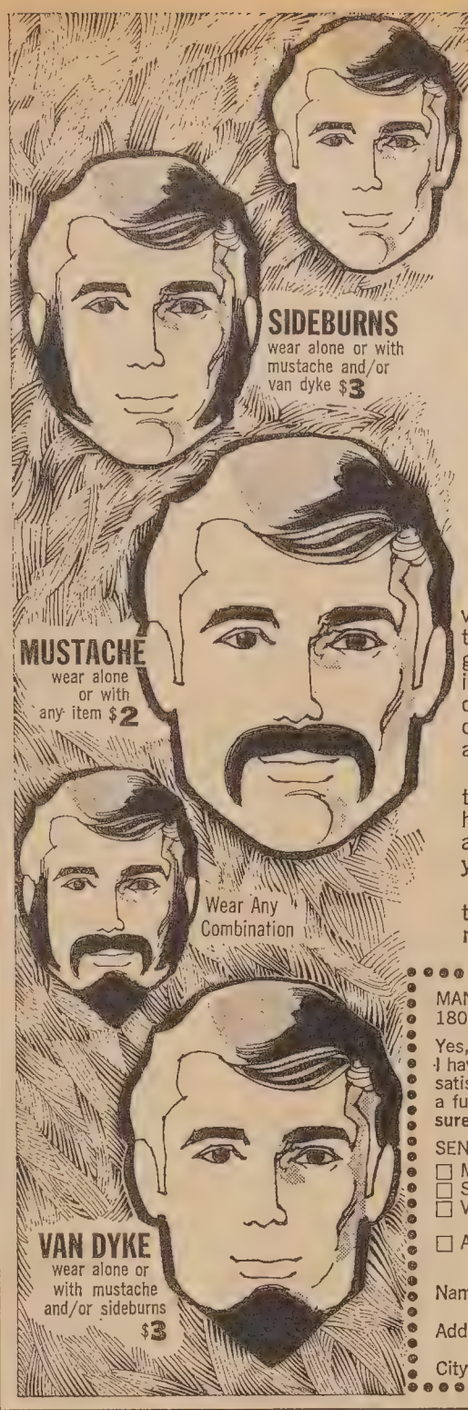
MADGE PIERCE, RFD 1, Suncook, N.H., will buy 11/49 Railroad Magazine, also pix of trains on Franklin Jct. (N.H.) covered bridge.

VANCE POMERENING, 23715 Sunset Xing, Diamond Bar, Calif. 91766, buys pix SP BLHW S-12's. Trades train orders.

HARRY PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, buys pix pre 1930 trackless trolleys.

ELSIE POTTER, 135 E. Main St., Norwich, N.Y. 13815, will sell Adlake caboose lamp with arm, good cond.

J.N. PRINCE, 12437 Northwood Rd., Savannah, Ga. 31406, sells SAL, SCL tts.



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☐ Medium Brown
☐ Dark Brown
☐ Black ☐ Auburn (Red)
☐ Blonde ☐ Silver (Grey)

Name . . . . . .
Address . . . . . .
City . . . . . State & Zip . . . . . .

AL RAMSEY, 2318 S. Waco, Wichita, Kan. 67213, trades ATSF train orders for those of eastern rrs. or any shortlines.

F.T. REILLY, 306 Front St., Dunellen, N.J. 08812, buys rr. passes.

S. RENOVICH, 4909 Norfolk, Burnaby 2, B.C., Canada, will buy Mexican trolley rosters of Monterey, Guadalajara, Mexico City, Toluca.

R. REPPERT, 228 Crooked Lane, King Of Prussia, Pa. 19406, sells, trades CNW 4-man gas rail maintenance car, B&O iron herald, PRR markers.

ANTHONY REZNAK, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, wants pix of D&H station Carbondale, Pa., before 1950.

WAYNE RHEINFELD, 1001 Neilson St., Far Rockaway, N.Y. 11691, buys rr. lanterns, markers, classification lts., bells, headlts., whistles, locks, keys.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells emp. tts., other railroadiana; list 10¢.

NOEL SCHREINER, S.R. Box 3330, Lucern Valley, Calif. 3330, seeks emp. tts. of D&RGW Alamosa Div., n.g., where he worked; also wants to hear from old buddies.

LARRY SEABURY, 49 W. 32nd St., New York, N.Y. 10001, buys RPO canceled covers, other RPO items, esp. from name trains.

SHERMAN SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sells slides of EBT and adjacent trolley operation. (SSE)

DICK SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, sells size 616 negs. and 35mm Kodachrome slides of eastern diesels and trolleys.

GEO. SKELLY, 52 Winding Lane, Basking Ridge, N.J. 07920, buys pre 1938 PRR rulebks. Buys orig. negs.

HARTLAND SMITH, 467 Park, Birmingham, Mich. 48009, buys used Blackhawk or other commercial rail movies.

W.E. SMITH, RD 1, Wilcoc Hill Rd., Conklin, N.J. 13748, sells EL emp. tts, consists, rulebooks, etc. Also Laurel Line stationery, bonds, etc. (SSE)

GORDON STRATHDEE, 218 Grove St. E., Barrie, Ont., Canada, sells or trades size 126 pix CN, CP, TH&B.

WALLACE SWANSON, 5729 27th Ave. NE, Seattle, Wash. 98105, trades size 616 steam negs. of NP, CMSP&P, GN, logging rrs. for those of ATSF, UP, D&RGW.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 pix trolleys, new CTS extension. List and sample SSE.

JIM TERRELL, Box 322, Silverton, Colo. 81433, will sell 250 emp. tts., D&RGW n.g. switch key, train orders. (SSE)

DENNIS THOMPSON, 815 Victor Ave., Inglewood, Calif. 90302, wants color pix, slides, negs. of West Side Lumber Co. Shays.

WM. THOMPSON, pres. of Alaska-Yukon Chap. NRHS, Box 2248, Anchorage, Alaska 99501, sells 1969 Alaska RR. calendars, 12 pix, mostly steam, $2 each.

LES TUTTLE, Box 558, Myrtle Beach, S.C. 29577, buys pix, postcards of park and zoo rrs.

BILL VANHOY, 2336 Fairway Dr., Winston-Salem, N.C. 27103, sells postcards of SOU 4-6-2 1210.

NEW IMPROVED Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

CUT-A-WAY OF BOWL SECTION

PAT.

- Metal Cooling Ring dissipates heat.
- Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."
- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

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The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

For limited time FREE BONUS OFFER: Windproof Lighter free with every Pipe order

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
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Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised, including free Windproof Lighter. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name

Address

City State Zip

BILL WILKES, Box 1153, Riverside, Calif., will take 35mm color slides or 8mm or 16mm movies of SP, UP, ATSF in trade for those of other rrs.

JOHN WILSON, 645 Melrose Ave., Plainwell, Mich. 49080, sells b&w and color pix Mich. rrs.; list 15¢.

ED WOJTAS, editor of Rock Isl. magazine, 6502 Parkside Dr., Tinley Park, Ill. 60477, collecting historic pix of CRI&P scenes, locos, construction, etc., for book to be published soon.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, buys L&WV negs., tts., etc.

C.J. CHURCHER, 5 Cheryl Road, Ottawa 12, Ont., Canada, buys, trades rr. tickets, all over globe.

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells tts., pix, menus, foreign and domestic tkts., trolley maps; specify list. (SSE)

NORMAN HOLMES, 1030 McLaughlin Ave., San Jose, Calif. 95116, buys slides of WP steam, also TS, SN. other Calif. steam or elec. lines.

SKIP KITCHEN, 20421 Lake Rd., Rocky River, Ohio 44116, wants switch keys, locks, lanterns, globes with rr. markings. (SSE)

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, offers orig. Colo. Mid. bond coupon. (SSE)

W.H. LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, wants Pere Marquette emp. tts., info.

JOHN LOCKE, 46 Kinderkamack Rd., Park Ridge, N.J. 07656, selling many dupl. steam negs., various sizes. (SSE, big)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants Stennett's "Yesterday & Today" (C&NW history book, 1910).

JAMES PEARSALL, Box 32, Zarephath, N.J. 08890, will sell Railroad Magazine, 1933-'47.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells or trades photos and b&w slides, DM&IR, DL&W. DT&I, Erie, Frisco, GT, GTW, etc. List and sample, 25¢.

ROBT. STAUFFER, 930 S. Franklin St., Palmyra, Pa. 17078, buys tts., financial reports of rrs., interurbans, esp. IT, Ma & Pa, RDG, PRSL, Rut.

W.C. THURMAN, 4733 Morganford, St. Louis, Mo. 63116, has some Midwest steam negs, sizes 120, 116, pc., to swap; no junk or scrap line.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys sw. keys; give all info. in first letter. Answers all mail.

Model Trading Post

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells b&w reprint of Winner train insert folder for 1932 Lionel catalog, 50¢ ppd.

HAL DAVISON, 611 3rd St. NW, Austin, Minn. 55912, buys std.-gage track and O gage AF, Lionel items.

VINCENT DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J. 07417, buys any size models of RDC's, PRR pass. cars.

BENET DOLOBOFF, 1501 Broadway, New York, N.Y. 10036, will sell Maerklin and Hag HO trains, etc. (SSE)

HAL FLETCHER, 42-64 65 Pl., Woodside, N.Y. 11377, buys and sells HO trains, catalogs.

DICK HANSCHKA, 81 Kenwood Circle, Bloomfield, Ct. 06002, will trade HO Fleishmann equip. for brass U.S. prototypes.

IRA KIRKMAN, Country Club Dr., Southern Pines, N.C. 28387, will sell 2 Lionel 763EW 4-6-4's with tenders, frt. cars, etc.

TAL ORR, Box 66, Dublin, Ga. 31021, buys Lionel 027, 072, O gage equip., pre-war AF trains.

TED SATRA, 8011 Dayton N., Seattle, Wash. 98103, buys HO gage Cliff Line log cars with or without trucks, couplers.

LARRY SMITH, 11233 Waycross Way, Kensington, Md. 20795, sells O gage HO equip. List and samples SSE.

W.R. SWANSON, 5729 27th Ave. NE, Seattle, Wash. 98105, wants Suydam RR-1 to RR-9 pass, cars, OE, PE interurb., GN and Milw. elecs.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel ATSF 3484 boxcar and 6017 Marine caboose.

Pen Pals Wanted

Richard S. Jones (24), 38 Mackinnon Ave., Padstow, N.S.W., Australia, will correspond with U.S. trolley fans. Will trade color slides of Brisbane, Melbourne, Adelaide, Bellaret, Bendigo systems.

William R. Clark (38), Mill St., Mt. Vernon, Ky. 40456, (former L&N employee), wants to hear from single girls 20-35 interested in trains, railroading.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley museums, models.

Doris Fischer (15), 180 Wintonbury Ave., Bloomfield, Ct. 06002, wants to correspond with boys 15-17.

Skip Kitchen (15), 20421 Lake Rd., Rocky River, Ohio 44116, is interested in rr. lanterns, keys, locks.

Raymond H. Stephens Jr., 2566 Hoods Creek Pike, Ashland, Ky. 41101.

Vern Armstrong, c/o Air America Inc., APO. 96307.

Ivan A. Harlin (57), 307 E. Belle, Marshall, Mo. 65340.

Amy Ravenscroft (16), Box 57, Keyser, W. Va. 26726.

Susan Pellinen (14), 265 Hill St., Ishpeming, Mich. 49849.

Janice Reed (16), 1815 S. 50 W., Bountiful, Utah 84010.

Judy Weyland (15), Box 682, Tooele, Utah 84074.

Polly Buxton (15), 629 Farley St., Waxahachie, Tex. 75165.

Kay Hall (15), Rte. 2, Carthage, Tex.

Glenda McGee (14), Rte. 1, Gary, Tex. 75643.

Nora Jones (16), General Delivery, Valera, Tex. 76884.

Kathy Basham (15), 400 N. Neches St., Coleman, Tex. 76834.

Jayda J. Smith, 1015 Ionia S.W., Grand Rapids, Mich. 49507.

Christy Gutieriez (15), Box 367, Cascade Locks, Ore. 97014.

Cathy Moore (14), 2037 N. Farragut, Portland, Ore. 97217.

Brian R. Sogard (16), Box 172, Jewell, Iowa 50130.

Mrs. Susan P. Howell, Box 162, Frisco City, Ala. 36445.

Mrs. Rita Anderson (33), 606 Crestview, Jeffersonville, Ind. 47130.

H. Eugene Beaver (51), Rte. 5, Martinsville, Ind. 46151.

Mrs. Ellen Leach, Rte. 1, Clifton Forge, Va. 24422.

Thelma Lee Duren (43), 512 Martin St., Clarendon, Ark. 72029.

N.R. Hendricks (22), Box 1994, Chicago, Ill. 60690.

Ruby Bowen (17), Box 26, Inez, Ky. 41224.

Ramona Ortega (15), and sister Louise (14), 4407 Fannin, Amarillo, Tex. 79110.

Peggie Reinehr (16), 1274 S.W. 25th Ave., Ft. Lauderdale, Fla. 33312.

Mische Figley (18), Rte. 2, Box 349, Everett, Wash. 98201.

Edie Hoder (16), 5000 Hervey St., Pittsburgh, Pa. 15210.

Pam Blair (15), Rte. 2, Whetstone Rd., Greenup, Ky. 41144.

Cherry Nuanez (16), 1511 W. 7th St., San Bernardino, Calif. 92410.

Alice Cargle (16), 1720 Whitener St., Cape Girardeau, Mo. 63701.

Raymond Stephens (18), 2566 Hoods Creek Pike, Ashland, Ky. 41101.

Eve Schilenbaum (29), 208 E. 6th St., Trinidad, Colo. 81082.

Bonnie Bohn (30), Rte. 1, Box 71, Millikin, Colo. 80543.

Revised Roster Notes

Additional info comes from the Soo Line for our Oct. '68 roster. Note 1 should read: 101 was sold to Alco Products, then to Algiers, Winslow & Western, renumbered 3. No. 102 was traded to GE for a U30C in Nov. '67. No. 103 was sold to Alco Pr., then resold to AW&W renumbered 4. No. 104 was sold to AW&W, renumbered 5.

Note 5 should read: 361, 363-367 were scrapped in 1963-'65. No. 362 sold to Birmingham Rail & Locomotive, then to Durham & Southern, renumbered 362.

Note 9 should read: 2360, 2362, 2364-2366 sold to Birmingham Rail & Loco., then to Sydney & Louisburg, renumbered 209-212, 300.

Note 4 should read: 205A, B-206A, B, 207B, 208A, B-211A, B, 500C, 2220A, B-2223A, B were traded for 700-721.

Note 6 should read: 368-374 (1st) were all retrucked with B-B trucks from 360-367 in 1963-'64. Nos. 370-371 (1st) traded to Alco Pr. 3/62 for 415-416. Nos. 368-369 renumbered 370-371 (2nd) in 1963. No. 370 (2nd) sold to Minnesota Transfer, renumbered 202.

Note 13 should read: 310 scrapped 11/63. Nos. 385-391 scrapped 1964-'67. No 395 scrapped 2/65. Nos. 396, 398 scrapped 1965. No. 2100 scrapped 4/67. No. 2101 scrapped 6/65. No. 2104 scrapped 4/67. No. 2368 scrapped 6/65.

Since our (Sept. '68) Maryland Shortlines roster was compiled, Warren Olt tells us, the Maryland & Pennsylvania has bought another loco., M&P 83, ex Steelton & Highspire 23 (GM-EMC, 1937).

Coming Events

Nov. 9: Mexican railbus tour, Mexicali, Baja, Calif., to Puerto Penasco, Sonora. Lv. Mexicali 9:30 a.m. for 154-mile trip. Bus connection available from San Diego, Calif.; 2-hr. stopover in Puerto Penasco. Fare, $10; children, $6.50. Reservations needed. Details, tickets from Pacific Southwest Ry. Museum Assn., 7861 Normal Ave., La Mesa, Calif. 92041.

Nov. 9-10: Bus tour of aband. 2-ft. gage Sandy River Line in Maine; Hub. Div. of NER, NMRA; about $2.50 plus motel. Contact H. I. Clark, 3 Frederick St., Worcester, Mass. 01605.

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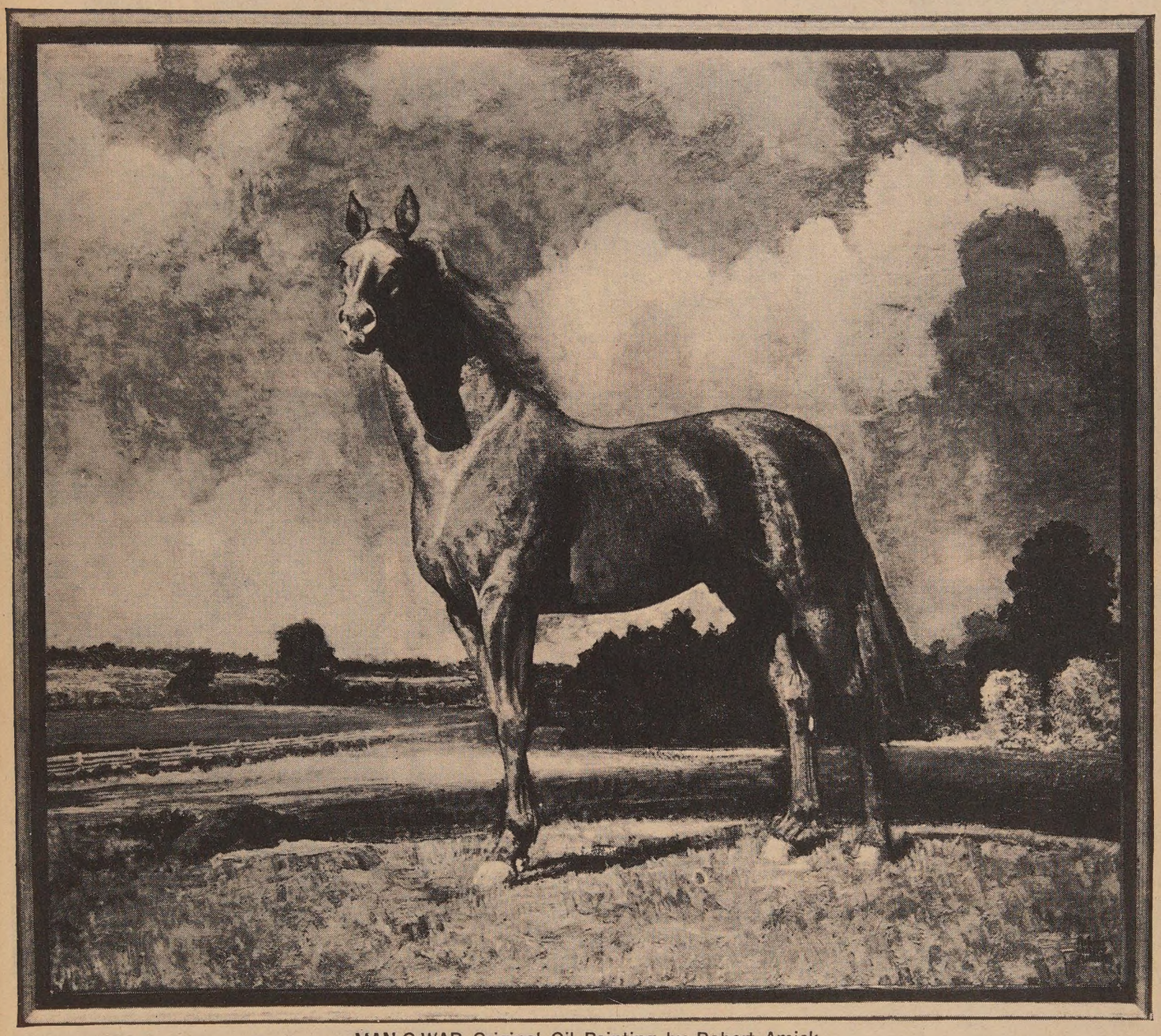

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Imagine this magnificent mural of one of the greatest thoroughbreds of all time hanging in your home, office or club! "Big Red" as he was affectionately known by the world's greatest sportsmen, embodies the very spirit and drama of the thundering track. Now his magnificent portrait has been superbly captured in oils by a famous painter of champions, Robert Amick. Through a special arrangement, we are able to bring it to you in a spectacular giant mural 24" x 36" . . . A HUGE SIX SQUARE FEET! But you must order at once while our supply lasts.

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IN FULL COLOR BY HOWARD FOGG

AUTHENTIC TRAIN ART by America's most famous train artist, Howard Fogg. Yes, these are the Christmas cards you've been looking for! Heavy, textured enamel paper folds to make a rich card, approx. 5 x 7. We can print your name in red to match greeting. Deluxe white envelopes—extras included. 24 hour shipping 'til Christmas. Order direct from this ad or send 25c for sample of any particular card and color catalog.

T 700 **CLEARING THE LINE AT CHRISTMAS**—May every happiness be yours at Christmas and Throughout the New Year—**A quartet of 2-9-0's on Alpine Pass**

T 509 **FRESH TREES AND FULL STEAM**—With Best Wishes at Christmas and through all the New Year—**Typical "Mogul" narrow gauge**

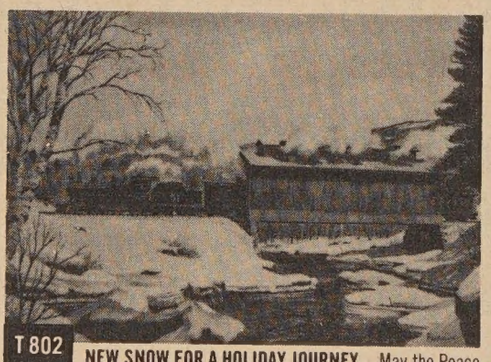
T 803 **GREEN FLAGS FOR A CHRISTMAS RUN**—May the meaning of the Season be deeper, Friendships stronger, etc. as Christmas comes this year—**The 20th Century Limited**

T 801 **LAST TRAIN 'TIL SPRING**—With every good wish for Christmas and the New Year—**Sierra Nevada gear-driven Shay logger**

T 852 **FROSTED STEAM**—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, climbing Cumbres Pass in the Rockies**

T 650 **SMOKIN' AROUND THE BEND**—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**

T 728 **A WHISTLE AND A WAVE**—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Northern Pacific Engine No. 2681**



T 802 **NEW SNOW FOR A HOLIDAY JOURNEY**—May the Peace and Happiness of the Christmas Season abide with you through the Coming Year—**1900 New England local**

T 572 **HEADIN' WEST TO LARAMIE**—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**

T 804 **THROUGH TIMBERLINE COUNTRY**—Best Wishes at Christmas and Happiness through all the Coming Year—**C & S narrow gauge climbing Boreas Pass**

IN BEAUTIFUL FULL COLOR **BY HOWARD FOGG**

HOW TO ORDER: Fill in quantity of each card you want in box beside that number in the coupon order blank. Circle total quantity and cost on order blank. Mix and assort at no extra cost. Order all of one kind or as many of each as desired.

Canada residents please remit in U.S. dollar values. Colorado residents add 3% sales tax. You may order by letter or fill out coupon and mail with cash, check or money order to CHRISTMAS TRAIN CARDS. Thank you.

TOTAL QUANTITY	12	25	50	75	100	125	150	200	300	500
WITHOUT NAME	$2.00	$4.00	$8.00	$12.00	$15.00	$18.75	$22.50	$29.50	$43.50	$71.50
WITH NAME	$3.00	5.25	9.75	14.00	17.00	21.00	25.00	32.50	47.50	76.00
EXTRA COST FOR RETURN ADDRESS ON ENVELOPE FLAPS	$1.00	1.25	1.50	1.75	2.00	2.25	2.50	3.00	4.00	6.00

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OUR 19TH YEAR—MONEY BACK GUARANTEE AND POSTAGE FREE

Must I Lose My Hair

TODAY about 15,000,000 Americans are bald or getting bald. Yet many of them need not have lost their hair, or continue to lose it. If baldness cannot be cured, at least in many cases it can be prevented. In fact, we have been doing just that for 20 years.

Hair loss is generally progressive. Once it starts, it rarely stops. **It has to be stopped.**

Itchy scalp, dandruff, excessive oiliness or dryness are common symptoms that often lead to hair loss. These are the symptoms of a scalp disorder known to dermatologists as seborrhea. Neglect of these symptoms invites baldness.

Today these symptoms can be controlled, the scalp disorder corrected. Hair loss caused by it can be stopped. Baldness resulting from it can be prevented.

WHAT WARD'S CAN DO FOR YOUR HAIR

Prove it to yourself. Try Ward's Formula at home for only 30 days. This amazing formula works on your scalp and hair by antiseptic, keratolytic, and rubefacient action. It kills on contact the scalp bacteria that tend to destroy your hair. It removes the dried sebum and dandruff and helps restore the lubrication norm of your hair shafts. It awakens the scalp by stimulation and helps supply needed blood circulation — and more nutrition — to your hair follicles. It helps correct excessive hair and scalp dryness or oiliness by normalizing the secretion of your sebacious glands.

A few treatments and you will see the difference, your friends and family will notice it.

Here is our generous offer to you. It presents an opportunity to you so compelling that we urge you, in fairness to yourself, not to pass it up. We take all the risk. If Ward's Formula does not bring you all the benefits we state, all the results you want, simply return the empty bottle for **double your money back.** You are the sole judge.

Tested and Proved
By Men and Women Over the USA

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out. *R. W. C., Cicero, Ill.*

I am tickled to death with the results. In just two weeks' time—*no dandruff! W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone. *J. M. K., Columbus, Ohio*

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

Your common sense tells you that we could not possibly make this offer to you unless Ward's Formula does everything we claim for it. Actually, we take small risk. Since 1947 we have sold more than 680,000 bottles of Ward's Formula. The record shows that less than 1% of the users were dissatisfied and asked for their double refund. We are proud of this record. We are proud of Ward's Formula.

If you are worried about getting bald, if you are seriously interested in preventing it, order Ward's Formula now. You have nothing to lose. You take no risk. If Ward's does not bring you the same results it has brought to so many thousands of other customers, you get **double your money back** on return of empty bottle. What could be fairer?

Hair loss does not stop by itself. It has to be stopped. Take the first step toward stopping it by filling out and mailing the coupon now.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1966

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc. Dept. 3411-B
19 West 44 Street, New York, N. Y. 10036

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name .....
Address .....
City ..... State ..... Zip .....

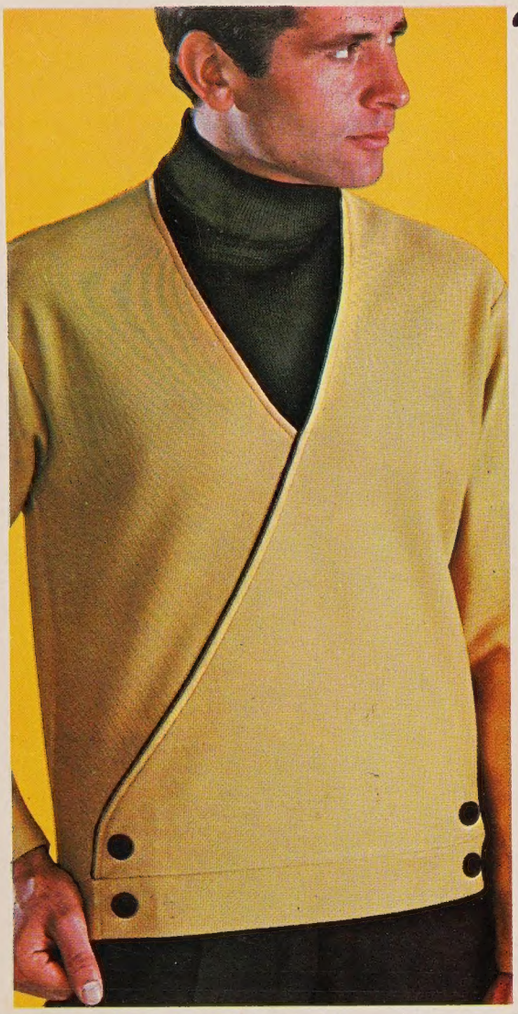
☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.

Canadian, foreign, add 50 cents — No C.O.D.

DOUBLE MONEY BACK GUARANTEE

Things happen when you wear Eleganza!

The boldest collection of dashing apparel and dramatic imported footwear anywhere. Sold by mail only.



Dramatic DOUBLE Knit! $14.95

This handsome California creation is a one piece garment of a wonderful feeling fabric, Bonded 100% Tufted Acetate, with Durene front panel knitted into a mock turtle neck.

S207 Burnished Gold
S208 Kelly Green
S315 Lavender
S316 Royal Blue

Sizes: S, M, L, XL

Black Magic $10.95

Magnificent design to add excitement to any occasion! Dramatic front with broad panels of embroidered lace with black underlay. Lace again at the French cuffs. Superbly made of fine Sanforized combed cotton.

S128 White. $10.95 each.
S230 Blue. 2 for $20.95.
Sizes 14 to 16½. Sleeves 32 to 35.
A166 Black Tie, Red Trim $3.50

The Double Breasted Walking Suit $26.95

Now . . . California designed the Double Breasted Slack Suit — a flattering style to make you look and feel wonderful! The smart jac-shirt is bright with its golden buttons — handsome with its long collar points — comfortable with its soft fabric of specially processed 100% rayon. Slacks to match make a slack suit you'll wear with pride and pleasure. For finished bottoms, add $1.00 and give inseam measure.

A172 Burnished Gold
A173 Bavarian Green
A174 Teal Blue

Shirt sizes S, M, L
Slack sizes 27 to 38.

Superb Styling from Italy

Bright and lively is this Italian import from the famous VERDE collection, available in SEVEN handsome ways. Fastens with strap and buckle over a graceful kiltie tongue that points to bold perforations at the toe. A superb style to attract admiring glances!

3177 Black Grain
3178 Brown Grain
3258 Black Smooth
3207 Black Suede
3208 Brown Suede
3211 Navy Smooth
3212 Burgundy Smooth

Sizes 6 to 13. Medium width.

Eleganza

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To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your Satisfaction is GUARANTEED . . . any item may be returned unworn for refund. No C.O.D. to APO, FPO.